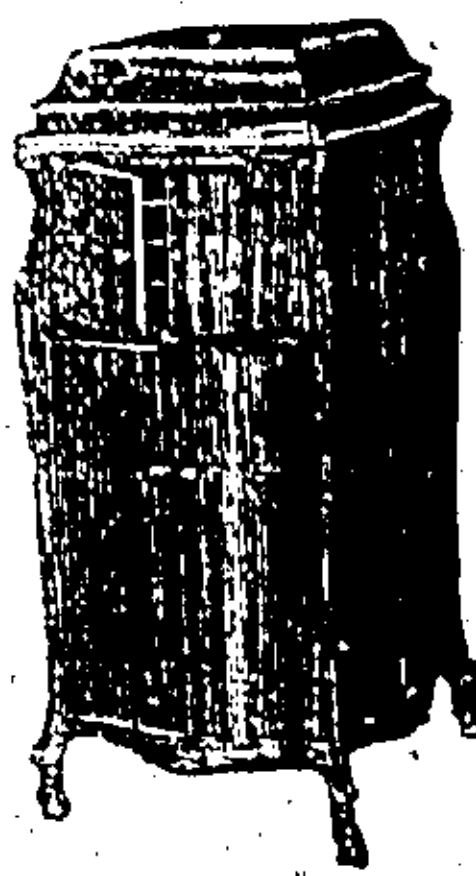


For all festive occasions the VICTROLA

furnishes the music you want most at the moment—
stirring marches, patriotic songs by noted artists,
dance music by the leading dance orchestras,
all the world's choicest music by the world's
greatest vocalists and instrumentalists.
Come in to-day, ask for a demonstration, and
select your Victrola.



PRICES from \$49.50
20% discount for cash with order.

J. Moutrie & Co., Ltd.,
Exclusive Agents.

"Luxite"

PERFECT FITTING, WELL-MADE HALF HOSE

You'll have no unsightly ankle wrinkles above your
shoe tops if you wear "Luxite" socks. They fit snugly,
retain their lustrous appearance through many washings,
and have comfortable heel and toe reinforcements that
make them wear better.

STOCKED IN COTTON, COTTON AND SILK, AND SILK, IN ALL
THE MOST POPULAR COLOURS.

MACKINTOSH

& CO., LTD.

Men's Wear Specialists,

16, DES VŒUX ROAD.

Telephone 29.

When Kaiser Bill harnessed his War Horses and took
a mal-canter in the race for the "World Dominion" Cup,
the IMPERIO DEL MUNDO was lost to Hongkong Smokers,
but now that Wilhelm is chewing the bitter cud and tramping
the Dutch Hooks, his dreams of a World-wide Empire
having gone up in smoke, Hongkong lovers of a good puff have
come to their own again, for their old favourite, the peerless

IMPERIO DEL MUNDO

is with us once more at

THE HONGKONG CIGAR STORE

CO., LTD.

Hotel Mansions.

Tel. 151.

The sole proprietorship of this Factory belongs to an American concern.

THE CORONET

July 22nd, 23rd & 24th, 1919.

at 5.15 & 9.15 p.m.

ALL BRITISH PROGRAMME

including

Nat Gould's famous racing drama

"A TURF CONSPIRACY"

featuring

"VIOLET HOPSON & GERALD AMES"

GERMAN TONNAGE IN AMERICA.

SHIPPING AMBITIONS OF THE
UNITED STATES.

(By J. C. GOULD, M.P.)

Increased apprehension is being felt over the growing realisations of the ambitions of America with respect to the shipping trade. A protest has now been made by Sir Alfred Booth, the chairman of the Cunard Company, against the reported allocation of the ex-German tonnage in American ports to the United States. No official denial of the reported allocation has been given, but from the tone of influential American newspapers it is regarded as an accomplished fact.

The Paris edition of the *Chicago Tribune* recently stated: "It can be positively stated that the United States will retain possession of 700,000 tons of shipping seized in United States ports. Despite the British protests the United States will not pool the seized German ships and allow them to be divided according to tonnage sunk, thus giving England the lion's share."

Some time ago Mr. Hurley, the chairman of the United States Shipping Board, declared: "Despite the impression which is alleged to have obtained in England that the control of the seized German ships will be only temporary, the ships certainly will be kept by America."

It is essential that the general public should at once realise the effect upon our shipping trade of such an award. We have borne the brunt of sacrifice. It is inadvisable to say so without depreciating the efforts of our Allies, and we have shouldered a huge burden that will handicap this nation to an exceptional extent in the coming world race for progress.

Unless vigorous protest is made, this country will witness the transit of its shipping prestige in the Transatlantic trade. At one bound America will be in possession of the cream of Germany's merchant marine at a time when we are hampered and restricted in the endeavour to reconstruct our shattered trade and commerce. While this country has lost 7,834,000 tons of valuable shipping, the loss of the United States is but 341,512 gross tons.

It is imperative for the future well-being of this country that the allocation of German interned tonnage should be upon the basis of tonnage lost. Any other disposition would be highly prejudicial to the interests of this country, and would result in us losing that maritime supremacy upon which we have counted in the past and which we should aim at holding in the future. We have borne the greatest sacrifices, and will, therefore, be the longest of any nation, with the exception of Belgium, to recover. The war has given America unparalleled prosperity. We are in debt by millions of pounds, while she has ceased to be liable for some £200,000,000 interest annually upon American investments held in this country.

We have become a debtor nation to America, instead of being a creditor nation to the extent of millions of pounds per annum. On the other hand, Great Britain's export trade has dwindled down to a very grave extent, compared with 1914, while simultaneously our imports have reached colossal proportions. It means that if America's ambitions are realised we shall witness the transit of our maritime supremacy. We can certainly build new ships, but, as pointed out by Sir Alfred Booth, the chairman of the Cunard Company, who views the situation with apprehension, we cannot build them now.

Such an unjustifiable concession would limit to a serious degree our sphere of influence in trade and shipping. It would add to the increasing unemployment of British seamen and firemen, and would limit the employment of thousands of artisans and labourers engaged in our ship-repairing industry. Furthermore, the concession would work havoc with our staple industries through the great influence that could be brought to bear upon our textile trades, by the possession of supremacy in the Transatlantic trade and other great overseas carrying trades in which, before the war, we were predominant.

In connection with this also is the report that the Norddeutscher Lloyd Docks at Hoboken have been taken over by the Alien Property Custodian on behalf of the United States; this in conjunction with the allocation of all German tonnage interned in 1914 in American ports to the United States is gravely significant. Our great maritime interests have apparently not received the consideration they deserve at the Peace Conference. If America is allowed to retain the ex-German ships, she is immediately provided with a powerful lever to influence our maritime supremacy and nullify our competition for the ocean-carrying trade of the North Atlantic. *Evening Standard.*

HONGKONG POLICE RESERVE.

ORDERS ISSUED BY THE HON. CAPTAIN
SUPERINTENDENT OF POLICE.

ARMS AND AMMUNITION.

All rifles, revolvers and ammunition are to be returned to the Armoury, Central Police Station, on the following dates between the hours of 5.30 and 7 p.m.:

Tuesday, July 22nd.—No. 1 Co. and Mounted Police.

Wednesday, July 30th.—No. 2 Co.

Thursday, July 31st.—No. 3 Co.

STENOGRAPHY.

P.C. 121 Man Tat Cheung is dismissed.

SEARCH SUPERVISION DUTY.

July 25th to July 31st (inclusive)—No. 1 Platoon.

August 1st to August 6th (inclusive)—No. 2 Platoon.

Hongkong, July 21st, 1919.

MALAY STATES AND THE WAR SPEECH BY PRINCE ALBERT.

Prince Albert and the officers of his Majesty's ship *Malaya* were the principal guests on June 2nd, at a Victory dinner at the Connaught Rooms of former British residents in the Federated Malay States. The gathering, which was attended by nearly 300, many of whom wore decorations, was presided over by Sir Ernest Birch, a former resident of the State of Perak. The roll of honour of those who had fallen in the war numbered between 500 and 600.

The toast of "His Majesty the King" having been honoured.

The Chairman next proposed "The Queen, Queen Alexandra, the Prince of Wales, and other members of the Royal Family."

Prince Albert, who was received with cheers, in replying to the toast, said: "It is a real pleasure to me to be a guest at this dinner given by the Malay States to the officers past and present of his Majesty's ship *Malaya*. I am a guest here this evening because I have had the honour of serving in this battleship as a lieutenant (honour, hear) and although it was unfortunately only for four months, yet I can assure you that I shall never forget the time that I served in her. We have won the war. It is naturally a source of great satisfaction to know that after four and a half years we have come out of it victorious. (Cheers.) But these last four and a half years have been very hard for us all, and we cannot help counting up the losses that we and our Allies have suffered. However, it is on occasions such as this that we can realise that after all the war has done the British Empire some good, and I feel sure that you will agree with me that what has struck the whole world more than anything else has been the great strength of the invisible bonds of our Empire. (Cheers.) Even all parts of the Empire, the Dominions, the Crown Colonies, and the Dependencies, have come forward and poured out men, money, and generous gifts to help the Mother Country in her hour of need. Among the first of these to prove their loyalty and generosity were the Malay States, our hosts this evening. We all know that they have given a ship to the Royal Navy, the great battleship in which most of us here have served. (Cheers.) But I do not think that any of us quite realise what their generous gifts actually amount to, so I feel it is my duty to enumerate them: (1) His Majesty's ship *Malaya*, and what splendid work she did in the Battle of Jutland just three years ago; (2) Thirty-six aeroplanes were supplied to the R.A.F. from private subscriptions; (3) A hospital of over 200 beds was established and run in Hertfordshire under the management of Sir William Taylor. The contributions in men were equally generous. Every available man came over, 567 were killed, and 100 were decorated. (Cheers.) The women of the Malay States, like their sisters throughout the Empire, worked unceasingly sending comforts to the troops in Vindicta and Egypt. It is a wonderful record, and well worthy of our Empire, and I am proud to be the guest this evening of the Malay States, and to reply to the toast of the Royal Family. I thank you. (Cheers.)"

Sir Frank Swettenham proposed "The Fighting Forces," to which Vice-Admiral Sir John De Robeck replied for the Navy. He expressed his delight that the *Malaya* was one of the fine battleships of the Grand Fleet. He spoke in high praise of the gallantry of the troops at Gallipoli, whose achievement would always remain a glorious memory.

General Sir Henry Horne, responding for the Army, said that it had not been for the British Navy there would not have been landing of troops at Gallipoli. The toast of H.M.S. *Malaya* was submitted by the Chairman, and acknowledged by Rear-Admiral the Hon. A. D. E. H. Boyle and Capt. L. C. Woolcombe. Sir Hugh Clifford gave "Prosperity of the Malay States," to which Capt. E. A. O. Travers responded. "Our Guests" (proposed by Sir Walter Egerton) was acknowledged by Lieut.-Colonel L. S. Amery, M.P., and Major-General Sir Charles Townshend.

CONTROLLER ON CONTROL

"STIFLING INDUSTRY AND
ENERGY."

Sir J. P. Maclay, Shipping Controller, speaking in Glasgow recently, at a presentation to Sir William Martin, Scottish organising secretary of the Royal National Lifeboat Institution, said that a few years ago he had a feeling that it might be good for the institution to come under Government auspices. He had not that opinion to-day. His experience in the South had not encouraged him in that direction. Let them have as much Government supervision as they liked, but Government control. He was quite certain that business men, who understood their business and had experience of recent years with Government departments, would desire nothing more than quick and speedy relaxation. If the country was to succeed it could not be by Government control, which stifled industry, enterprise, and energy. He trusted that the Lifeboat Institution would continue to be controlled by private enterprise. Replying to a vote of thanks, Sir Joseph said he had only one desire, and that was to get demobilised. He had not the slightest thought at present of making his future in the South.

OUR LONDON LETTER.

(FROM OUR OWN CORRESPONDENT.)

THE SECRET HISTORY OF THE SHELL SHORTAGE.

MRS. ASQUITH'S ANSWER TO LORD
FRENCH.

London, June 10th.

In a previous article, referring to Lord French's account of the early stages of the war, published as a serial in the *Daily Telegraph*, I referred to the strong feeling both in Service circles and generally against the Field-Marshal's so-called "revelations." Publication was held to be inopportune and ill-advised. Lord French attacked Lord Kitchener who, being dead, is negligible as a controversialist; but he also attacked Mr. Asquith, who is very much alive and able to hit back with smashing effect.

The shell shortage question, which led to the downfall of the Liberal Administration and the formation of the first Coalition Government, is the outstanding event in the military and political history of 1914-15. We have not as yet the whole of the evidence, but some of the general facts have now emerged. Thus we have Lord French pluming himself on the measures he took to inspire the Northcliffe papers to begin their vendetta against Mr. Asquith and his colleagues, whom they collectively styled the "Old Gang." The reason for all this, according to Lord French, was that he despaired of getting high explosive shells in sufficient quantities, and, as a patriot, he risked his career in the interests of the Empire in order to bring about a change of Government, believing that by this means alone could the situation be saved.

THE BETTER COURAGE.

Unfortunately for Lord French as an impartial historian, Mr. Asquith, in a speech delivered this week, produced documentary evidence which has disposed of the assertions that the Liberal Government of the day was supine and indifferent to the requirements of the soldiers.

In January, 1915, Lord Kitchener wrote to Lord French describing what the War Council were doing to speed up shell production. The official record states: "It is hoped that during the month of March as many rounds of 18-pounder ammunition will be produced in one week as would have been manufactured in 18 months in time of peace." It was stated further that the supply was only conditioned "by the highest possible output of the ordnance factories throughout the Empire, and the trade of England and the Allied and neutral countries of the world."

In spite of this, however, the supply fell far short of expectations. By May, 1915, according to contract 481,000 high explosive 18-pounder shells ought to have been delivered, but actually the number received was only 52,000, or a little over one-tenth.

WHAT LORD FRENCH SAID.

The truth appears to be, in the light of the facts, that there was not at the period the plant available to manufacture munitions on the scale desired and considered necessary. The contractors failed to "deliver the goods." But early in 1915 they believed they could, and the Government relied on that assurance. Meanwhile, the position was not desperate. Thus in April Lord French came over to London for a conference, and, as a result, Lord Kitchener wrote to Mr. Asquith stating: "I have had a talk with French. He told me I could let you know that with the present supply of ammunition he will have as much as his troops will be able to use on the next forward movement." This letter, in Lord Kitchener's own hand-writing, was produced by Mr. Asquith during the course of his speech referred to.

The strength of this assurance Mr. Asquith went down to Newcastle and made the famous declaration that the immediate supply of ammunition was satisfactory. But the Press attacks on the factory. But the Press attacks on the Government continued, and in May the Coalition was formed. Three days later Lord French wrote to Mr. Asquith: "I am sure in the whole history of war no general in the field has ever been helped in a difficult task by the head of his Government as I have been supported and strengthened by your unfailing sympathy and encouragement."

It seems almost incredible that Lord French should have written this in 1915, and that he has now written a book in which he confesses with evident pride that at the time he had instigated a raging, tearing newspaper "stunt" to get rid of Mr. Asquith and his colleagues in the Ministry. Perhaps it is not altogether surprising that on the morning of Mr. Asquith's speech, when an interviewer asked him whether he had any observations to make on the speech, Lord French replied that he "had nothing to communicate."

THE DEBATE.

The "Victory Debate" was a great success; and also a great disappointment. The multitude that gathered on Epsom Downs was the largest that ever assembled. Everything went off well except "The Panther." Why the favourite should have proved himself so grievous a failure is one of those things which, as the immortal Lord Dunsany used to slip in the play, "no fallah can understand."

The experts to whom the public look for guidance had exhausted the vocabulary of praise for "The Panther's" virtues—his even temperament, indifference to crowds and noise, his splendid courage, and so forth. And yet he refused to face the tape. He was in a violent perspiration.

He was beaten before the race, was the terse comment of an old London racing man of my acquaintance. "Why?" I asked. "Well," he replied, "nobody can say, of course; perhaps it was because he was a bookmaker's horse." It is said that "The Panther" carried a couple of millions in bets.

Numbers of overseas soldiers who might have sailed direct to miss their passage so that they might remain and see the Derby. For so most of them it was the chance of a lifetime. But what language can adequately express the feelings of the Australian who was one of those who remained behind, and who, on the morning of the classic race, which he wanted so much to see, alighted from a train at Derby!

LOANS TO CHINA.

Mr. Cecil Harmsworth's reply to a question in the House concerning the China Consortium difficulty is the first official pronouncement on the subject. It practically confirms what I stated in this correspondence some weeks ago. American, French, and Japanese banking groups have been formed for financing loans in China; but the British Foreign Office will not give "exclusive official support to the British group, unless that group is enlarged in such a manner as to render it sufficiently representative of the financial houses of good standing interested in loans to China to give no cause for criticism on the ground of its restriction."

Commenting upon this the writer of the *Times* City article says that the representatives of the pre-war Consortium group here find themselves quite unable to extend it to the point at which "no cause" for criticism "on this ground" would remain. The protracted delay, it is stated, is very unfortunate, and may be seriously prejudicial to British interests.

THE COAL SUPPLY.

With the advent of June in pre-war years the householder looked for the coal merchant's announcement of lowest summer prices. Those who could do so ordered their stock of fuel for the winter. This year June brings the disturbing announcement that coal is likely to be dearer than ever, and that supplies will be limited. According to a memorandum presented to the Coal Commission and an announcement in the House of Commons by Sir Auckland Geddes, there is an alarming decrease in the production of coal. The decrease in the year beginning July 1st, compared with 1913 is estimated to come out at not less than 70,000,000 tons. Moreover, the effect of shorter hours and higher wages for the miners will involve an increase in price of 4s. 6d. per ton, unless the State meets this with a subsidy. In the latter event the burden on taxpayers would be £45,000,000. These are astounding figures.

It is probable that rationing of coal for private consumption will be continued. It was hoped that we had got rid of personal discomfort and domestic hardships with the ending of the war so far as coal was concerned. But, of course, this is not the most serious aspect of the question. The revival of our chief industries depends upon a cheap and plentiful supply of coal.

COAL AND EXPORTS.

There is also the foreign trade to be considered. Coal has always been an important item in British overseas trade. It was a good business-getter. A ship that brought a cargo to these islands could always rely upon a cargo of coal outward bound. The war interfered with that; so much so indeed that from 1913 to 1918 our exports of coal fell off by more than one half. It is vital to our national prosperity that our coal exports should be restored to what they were previous to the war, and this cannot be done unless coal is produced and sold at a price that foreign merchants will pay.

It remains to be seen whether these considerations will receive the weight to which they are entitled by the Coal Commission, which continues to sit daily under Mr. Justice Sankey. The report of the inquiry is promised at an early date. So far as the hearing of evidence has proceeded the main object, broadly speaking, appears to have been a strenuous endeavour on the part of members of the Commission who are frankly out for nationalisation of the mines to make out a case for State ownership. Unfortunately, theorising Socialism recognises no limit beyond which shorter hours and higher wages cannot go; but the limit is there.—F.B.

CORRESPONDENCE.

THE RECEPTION AT GOVERNMENT HOUSE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir: That a prophet is not without honour save in his own country was emphatically illustrated at Saturday's reception at Government House, to Hongkong men returned from foreign service, when Captain Basil Taylor, R.N., Harbour Master, etc., of Hongkong, the only head of a Government Department of this Colony who saw service with the fighting forces of his country was publicly ignored. Whatever the explanation of this, responsible for the omission to invite the senior officer of the Senior Service to attend at Government House in his capacity of a volunteer from Hongkong who had served overseas, in the war, it could not excuse such an oversight, but the fact that no public apology for this public affront has yet appeared in the Press would seem to make a bad matter worse.

Captain Basil Taylor, although past military age when he volunteered, at a great pecuniary sacrifice, as the Government ought to know better than anyone else, since their failure to keep their promise to him in regard to pay was the main reason for this financial loss returned to his old service, the Navy, in April, 1915, having previously served as Marshal of the Prize Court, in addition to his other duties, and was employed continuously in France and Italy from June, 1915, until some time after the Armistice. During this time he was twice invalided home, and, disregarding doctors' advice, returned on each occasion to active service, refusing more than one offer of an easier post at home or in the United States. During his three years in France, he organised or re-organised four ports, and had command of nine altogether, receiving the commendation of both the British and French officials for his tact and ability. In Italy he was in charge of the Convoy service of three ports, which he managed with such efficiency that he was recommended for the C.B. by the British Commander-in-Chief in the Mediterranean, and for an Italian Order by the Italian Authorities.

But the Hongkong Government's ignoring the war service of their own head of a Department who could claim such service is only the logical climax of a systematic belittling of the Harbour Department of this Colony, which has gone on for many years past and to which this seems a seasonable time to call attention. In a place which owes its very existence to its Harbour and Shipping, it is surely ridiculous that the man in charge of this great port—the greatest in the world—should not have a voice in its governance, and be an *ex-officio* member of both the Executive and Legislative Councils. Yet since 1905, when Sir Matthew Nathan substituted the Chief of Police for the Harbour Master on the Legislative Council, the Harbour Master has had no voice in the law-making of this port. This anomalous state of affairs is as absurd as if in our Island Kingdom maritime affairs had no representative in the Cabinet. Sir Henry May was Colonial Secretary when this change was made, as he was when the Governor, Sir Frederic Lugard, flouted the opinion of the Harbour Master, a highly-trained specialist in his Department, and built the new Typhoon shelter at the wrong end of the harbour, where junks and sampans are obliged to beat up against the prevailing wind in a typhoon or else enter it some hours earlier than would be necessary had it been placed at the Western end. The value of the refuge is thus much lessened, and it is quite likely that in time to come another enormous and needless expenditure of public money. In justice to Sir Henry May, however, it must be recalled that the busy scheme advocated by Captain Taylor as far back as 1901 was carried out in 1915 during his term of Governorship, and has resulted in a great increase in the revenue of the Colony, as well as facilitating the work and usefulness of the port and furthering the convenience of shipping. But though this instance can be cited to the contrary, it is unhappily true that a long series of official and personal slights to the Harbour Department from the Government of the Colony might be mentioned, many of them seriously injuring the harmonious carrying on of its highly responsible work. It was at one time actually suggested that a Civil Service Cadet should be appointed Assistant Harbour Master, but the ludicrousness of this idea struck even the official mind as being too great, and it was dropped.

In regard to pay, the same official antagonism and differentiation has always been shown, and when it is remembered that the Harbour Master is a Magistrate, and considering the British principle of high pay for those charged with judicial duties, the comparison is instructive. It should be remembered, also, that the Harbour Department brings in more revenue than almost any other.

In years gone by personal motives (not the less reprehensible) may have influenced the Government's attitude to the Harbour Master and his Department, but it is surely time for this to stop, and while Saturday's incident was insignificant in itself—since Captain Taylor's war service has been fittingly acknowledged by his promotion to the rank of

(Continued at foot of next column.)

COMPANY MEETING.

SHANGHAI ELECTRIC CONSTRUCTION CO.

The thirtieth annual general meeting of the Shanghai Electric Construction Co., Ltd., was held at Basildon House, Moorgate Street, F.C., on June 26th, Sir Alfred Dent, K.C.M.G. (chairman) presiding.

The Chairman said: Our gross receipts for the past year (1918) show an amount of £172,082, against £161,383 last year. The loss on native coinage amounts to £23,007, against £33,477 last year, and after deducting that amount, there is a total of £149,075. We then have to add an amount of £304 for rents and advertising, which leaves us with a total of £148,771, against £127,906 last year, and after deducting working expenses in Shanghai there remains an operating profit of £21,822. The profit on exchange account was £22,875, against £17,532 last year, or an increase of £5,343. We have again adopted a rate of 2s. to the dollar, which enables us to compare better one year with another. Dividends on our stock and interest on deposit account for London and current account (Shanghai) amounted to £263,133, 11d., against £127 in 1917, and the balance brought forward from last year was £14,354. After charging interest on our unclaimed dividends (£2,115), London directors' fees and general expenses (£1,000), the balance carried down amounts to £21,537, against £27,504 last year. This leaves standing to credit of profit and loss account, before making any appropriations, an amount of £23,901. We have transferred to renewals account £10,000, and £2,000 to preliminary expenses account, which extinguishes that account in our books. We paid an interim dividend of 5 per cent. less income tax, which cost £16,000. These amounts together to £24,000, which leaves us for disposal a balance of £23,901. We recommend payment of a final dividend of 5 per cent., making 10 per cent. for the year, and a bonus of 5 per cent. both less income tax, which together absorb £22,000, leaving to be carried forward for next year, subject to excess profits duty, an amount of £19,901. Reserve for renewals now stands at £73,800, against £64,170 in 1917, or an increase of £9,630. At some future time we shall no doubt have some heavy charges against this reserve, and as the cost of the renewals will be higher for some time to come (and perhaps permanently), by reason of the general rise in the cost of materials, it may possibly be desirable in future that the annual appropriations for this account should be somewhat increased.

The necessary resolutions to give effect to the Directors' recommendations were then put to the meeting and carried.

THE NEW CONSORTIUM.

QUESTIONS IN THE HOUSE OF COMMONS.

In the House of Commons on June 14th, Sir Stuart Coats asked the Secretary for Foreign Affairs whether the Government were supporting a group in China in connection with the consortium for loans which had been frequently mentioned in the Press, and did the Government intend to give a monopoly in view of the unsatisfactory consequences of the monopoly before the war on British trade?

Mr. Macveagh, on the same subject, asked whether it was intended to create a monopoly for financial transactions excluding many important British firms, thus again driving business into the hands of foreign firms by refusing to support those British merchants who were in a position to secure contracts, but who were not in the consortium.

Mr. Harmsworth: On the initiative of the American Government, negotiations have been proceeding for some months past for the formation of a new International Consortium for financing loans to China, and his Majesty's Government will naturally give full support to any British group which may be formed to take part in such a Consortium. In regard to the alleged monopoly, his Majesty's Government have from the outset of the negotiations made it clear that there can be no question of exclusive official support to the British group unless that group is enlarged in such a manner as to render it sufficiently representative of the financial houses of good standing interested in loans to China to give no cause for criticism on the ground of its restriction.

Next day Sir Harry Britain asked the Secretary of State for Foreign Affairs whether it was the Government's intention to create a monopoly in China for financial transactions; whether he would state the companies included in the monopoly; and, considering the unsatisfactory condition of British trade before the war, which was consequent upon the monopoly then existing, and the loss to this country of many important contracts, whether the Foreign Office would support all British merchants capable of securing contracts and not one group only?

Mr. Harmsworth: I have nothing to add to the reply returned yesterday to the questions on this subject. At the same time I must state that there is no information in the possession of his Majesty's Government to justify the statements in the second part of the question.

Captain, and in other ways, by the proper authorities—it is to be regretted that the Government of this Colony did not then honour itself by a public acknowledgment of its debt to its own head of a Department whom they could so honour, and begin a new Peace regime in which the representative of the port and shipping should have his proper place in the Councils of the Colony—since, if there were no port or shipping, no function of Government would be required, as there would be no Colony—Tours, etc.

ANOTHER WHO HAS SERVED OVERSEAS.
Hongkong, July 21st, 1918.

PEKING NOTES

[FROM OUR OWN CORRESPONDENT.]

Peking, July 9th

AWAITING DEVELOPMENTS.

Peking is awaiting developments arising from China's refusal to sign the Peace Treaty with Germany. It goes without saying that the whole nation unanimously approves of the procedure adopted by the delegates at Paris, though, curiously enough, several of the Tschuns have put themselves on record as favouring signature, but, of course, their views count for little at this time. Anxiety to keep China in a correct position is, no doubt, responsible for the suggestion and the advice being given to the Government to the effect that a mandate be issued explaining to the people the reasons which dictated the decision not to sign. H.E. Lu Tseng-shiang has telegraphed from Paris advising that a declaration be made by the Chinese Government to the effect that the state of war between China and Germany is ended, but the Government hesitates to follow the advice, fearing the effect which the declaration might have upon Germany. It is contended that if China were to issue such a declaration it would bring to an end the Sino-Japanese Military Convention of last year, which has proved rather entangling so far as China is concerned, especially in respect of joint operations in Manchuria and in Siberia. If to the declaration were added the statement that the treaties between China and Germany, abrogated by the declaration of war in August, 1917, will not be resumed, China's position ought to be made clear. China, however, hesitates.

Of course, it need occasion little surprise to learn that the Japanese have been advising China to sign the Treaty with Germany. This advice is being supported by several of the pro-Japanese officials. Japanese persuasion takes the form of suggesting that the Peace Treaty with Austria will not contain the League of Nations covenant upon which China relies in order to gain her place in the League of Nations. The Government is, of course, better informed and is not likely to be influenced by such argument. Another Japanese contention is that China need not expect to have the Shantung question reopened, inasmuch as the Peace Conference has already decided it. Nevertheless, China continues to indulge the hope that the matter will be reviewed by the League of Nations, an optimism which seems to be justified already by the announcement that a Committee has been appointed by the Peace Conference to revise the Treaty of Peace. At any rate, the Chinese attach considerable importance to the telegram and are awaiting further details. The significant feature of the Japanese action is that it indicates that Tokyo, whatever protestations it may make, still believes that it is its mission to guide China in the way that is acceptable to Dai Nippon, a belief which must disappear before the peace of the Orient is assured.

INTERNAL PEACE.

While it is true that the resumption of the Shanghai Conference is being delayed, it is no less true that the prospects of a settlement between North and South have improved appreciably. The actual resumption of the Conference is dependent upon the selection of a Prime Minister and the personnel of the new Cabinet, but the main point is that the South have indicated their willingness to discuss terms with a real desire to bring about a settlement. Undoubtedly, if China could establish a real government for the whole country she could take advantage of her present favourable position vis-à-vis foreign nations.

POLITICAL.

Though General Tuan Chi-jui endorses the President's selection of Chow Shu-mu for the Premiership, the Anfu Club is still bitterly opposed to Chow and has put up Tien Wen-lich for the office, well knowing that he would not accept it. The Speakers of both Houses of Parliament circulated a telegram to the Tschuns setting forth the reasons why Tien should be elected. This roused the ire of the non-Anfu Club members of Parliament, who demanded to know why the Speakers should take upon themselves the responsibility of expressing the views of the two assemblies and also wanted to know why the telegram should have been sent to the Tschuns, who in so many words were nobody at all, at least they had nothing to do with the civil administration. This unfortunate telegram has brought

the Anfu Club into an unenviable position. Dissensions have robbed the Club of its one-time solidarity. It is composed of moderates and extremists, but its greatest misfortune is that it has no longer the funds at its disposal to enable it to secure obedience to its policy. That the Club is no longer loyal to Tuan Chi-jui is not without significance at this time.

FINANCIAL.

As usual, the Government is hard pressed for money. It was even reported that the President had not received his allowances to enable him to carry on his department, but I am informed that this is not correct. Temporary relief has been obtained by the sale of 50 million dollars' worth of First-year Domestic bonds, which produced twenty million only. Still, beggars cannot be choosers. This money will tide the Government over present difficulties pending the release of the Customs surplus. This was held up owing to the action of the Italian Legation, which withheld its consent owing to the sum awarded to Mr. Passerby the judgment of the Mixed Court in Shanghai not having been paid.

THE STUDENTS.

Tsai Yuan-pei has agreed to return to the Chancellorship of the Peking University on condition that the students refrain from interference in politics and that they submit to discipline. In this connection, I understand that the students are contemplating the dissolution of their organisation, apparently being satisfied that they have accomplished the objects which they sought to achieve.

THE MONGOLIAN EXPEDITION.

Some seven thousand troops have assembled in the vicinity of Kalgan, preparatory to moving on to Urga, where they will assist to keep the peace in Mongolia—a peace which, according to all but Chinese official reports, is not disturbed nor likely to be. But Little Hsu's model army must have something to do, and the North-western frontier is the only area where they can be safely placed. About one hundred automobiles have been purchased, and there will be experiences getting these cars and a portion of the National Defence Army across the Mongolian desert. Of this, I shall have more to say later from first-hand information.

WEDDING IN HONGKONG.

At St. Joseph's Church, Garden Road, yesterday, Mr. James Steel, of Hongkong, led to the altar Miss Gertrude Mary Oughton, of Coventry, who arrived from Home on Sunday. The sacred edifice was chastely decorated for the occasion. The Rev. Father A. Plazack officiated. The bride, who was given away by Mr. G. T. Thomas, wore a dress of Chinese embroidered silk, trimmed with soft white lace, and a hat of silk straw. She carried a bouquet of white lilies and maiden-hair ferns. She was attended by the Misses G. M. Razavet and Euphanel Graham as bridesmaids. Miss Razavet's dress was of rose-pink satin and georgette, trimmed with blue beads; and that of Miss Graham was of champagne-coloured silk with distracting floral designs. Both wore hats of silk straw. Mr. W. B. Cawsey acted as "best man."

A reception was held at "Homeville," Wanchai, by Mr. and Mrs. Burfoot. The toast of the bride and bridegroom was proposed by Mr. W. B. Cawsey. In spite of the heat, dancing was indulged in with zest.

OPIUM CASES.

At the Magistracy, yesterday, a Chinese was charged with being in unlawful possession of 150 tins of raw opium.

The man was arrested on board the *Hui Hong* and his luggage was searched. The opium was found secreted in a false-bottomed box.

Mr. Orme fined defendant \$1,400, with the alternative of four months' hard labour.

Another Chinese was fined \$400 for being in unlawful possession of 20 tins of raw opium.

AN AMMUNITION CASE.

At the Magistracy, yesterday, before Mr. R. E. Lindell, a Chinese who recently arrived in the Colony from Sydney was charged with being in unlawful possession of a revolver and 90 rounds of ammunition.

Defendant was arrested on the Hau Tak Wharf and his luggage was searched. The revolver and ammunition were found concealed inside a clock.

Defendant, who pleaded ignorance of the law, was fined \$250.

LANE, CRAWFORD & CO.

GENTS' FURNISHERS.

SHIRTS

HENDON SOISETTE SHIRT

Plain white SOISETTE, open front double cuffs, very cool and easy fitting. \$3.50

COTELLA TENNIS SHIRT

Fine Matte with open round collar, band cuffs, recommended for all sports and games. \$4.50

AERTEX DAY SHIRT

Medium open mesh delightfully cool and hard wearing perfect fitting and practically unshrinkable. \$4.50



WINDSOR COLOURED TUNIC SHIRT

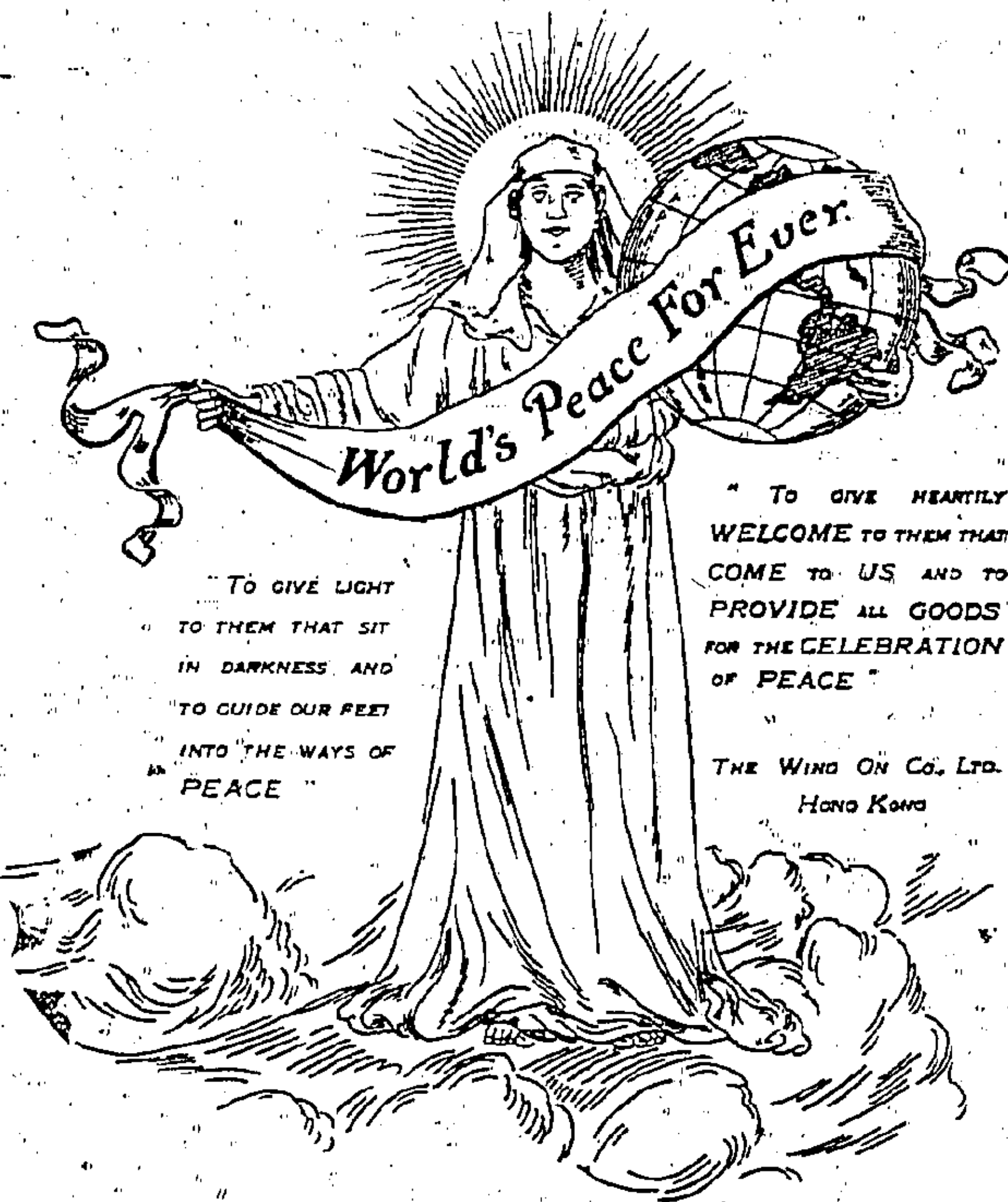
English Cambric is without a doubt the most reliable Texture for use in the EAST. Smart neat stripes in colours of light and dark grey, Helio, black and blue. Soft and stiff cuffs. \$3.50

RANDOLF NEGLIGE SHIRT

White longcloth with semi starched double cuffs. \$4.50

SAVOY MERCERISED STRIPE SHIRT

Extra fine matte with assorted width stripe. Smart and a perfect fitting shirt with soft double cuffs. \$4.75 & \$4.75



"TO GIVE HEARTILY WELCOME TO THEM THAT COME TO US AND TO PROVIDE ALL GOODS FOR THE CELEBRATION OF PEACE"

"TO GIVE LIGHT TO THEM THAT SIT IN DARKNESS AND TO GUIDE OUR FEET INTO THE WAYS OF PEACE"

THE WING ON CO. LTD. HONG KONG

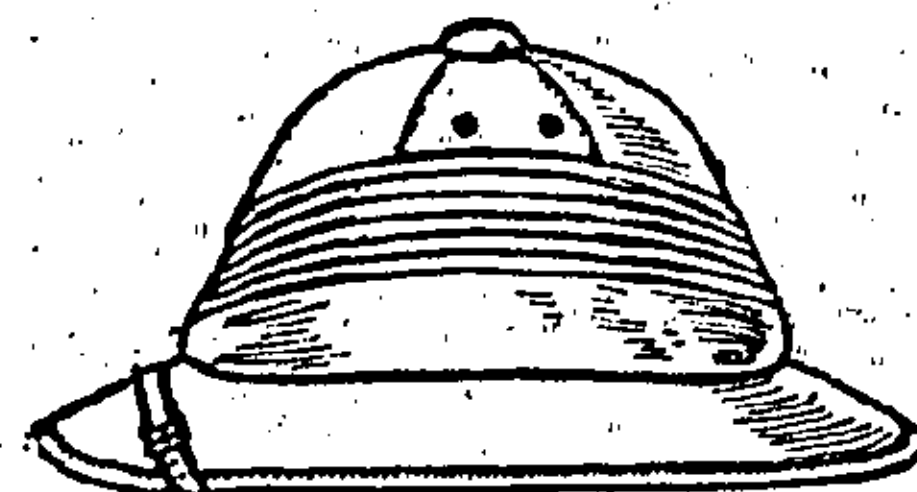
Powell Ltd.

TELEPHONE 346

SPECIALISTS IN GENTLEMEN'S HIGH-CLASS

SUN HELMETS.

CORK.



FELT.

SMART AND USEFUL SHAPES, STOCKED ONLY.

IN

SUPERIOR QUALITIES.

THE COAL PROBLEM.

MINERS READY TO CO-OPERATE WITH THE GOVERNMENT.

NATIONALISATION OF MINES VIGOROUSLY OPPOSED.

THE HIGH COST OF LIVING IN GREAT BRITAIN.

FRENCH VICTORY CELEBRATIONS.

ATTACK ON OUR TROOPS BY AFGHANS.

LATEST CABLES.

THE COAL PROBLEM.

DEBATE IN THE HOUSE OF COMMONS.

London, July 14th.

The House of Commons was crowded during the debate on the increase in the price of coal.

Sir Auckland Geddes, opening the discussion, emphasised the gravity of the point at issue, and rejected the suggestion that the increase was based on political considerations. (Cheers.) It was solely based upon the Government's realisation of the very serious position existing in the country in connection with the supply of the main source of power.

CAUSES OF THE SHORTAGE.

Dealing with the causes that led to the serious reduction in the amount of coal available for use, he pointed out that the output of many mines was checked, because waggons were not forthcoming, as required owing to the slower unloading of waggons at the destinations, due to shorter railway hours. This showed that less work done in one industry reacted on other industries, and the work of the country was not being done. At present a pernicious doctrine was being preached that if a man did less work he left more for others, whereas the fact was that if he did less there was less for others to do.

Sir Auckland Geddes emphasised the difficulty of getting steel rails, machinery, and tubs for mines, which was necessitated by the shortening of hours of labour in the steel and other industries.

NATIONAL EFFORT INDISPENSABLE.

His view was that the wide range of the causes of the coal shortage could neither be rectified immediately nor by any individual body. A national effort was indispensable. The pithead price of coal 28s. 4d. per ton included 21s. 10d. paid to the miners. This coal was sold in London at 48s. 6d. per ton.

Sir Auckland pointed out that the 6s. increase presupposed 15s. 4d. per ton for the export profits, but these were falling very rapidly, and if they disappeared, the price of coal would immediately rise by a further 15s. 4d. per ton.

EFFECT ON OTHER INDUSTRIES.

Some of the effects of the increased price of coal would be the increased price of pig-iron by 15s. to 20s. per ton; of steel, from 25s. to 30s. per ton. The price of textiles would rise by 4 per cent.; that of machinery by 12 per cent.; and that of chemicals by 10 per cent. This was a very serious matter to the whole nation, because we were losing the national income from exports. For example, steel-rails in Great Britain would cost £17 10s. per ton; ship-plates, £19 per ton; crown bars, £22 10s. per ton; and pig-iron £9 per ton; while the United States' prices were £10, £14, £11 15s., and £2 respectively.

The key to the whole situation was the output of coal during the coming twelve months.

ESTIMATING THE YEAR'S OUTPUT.

In estimating the output for the ensuing year, the Government were only reckoning on a ten per cent. reduction in spite of the shorter hours. Reducing by 12 per cent. the average prices, export bunker coal was estimated at 35s. per ton. The

Government expected £61,250,000 from the export of coal. This would leave a deficit of over £46,000,000.

He anticipated that exports would fall off, owing to the very keen American competition. Only Atlantic ports, £1 per ton, plus the geographical advantages of delivery to some places.

There was also the American oil competition to be considered. The Americans, furthermore, were offering long term coal contracts, which would be likely to compel similar contracts from the British, thereby reducing the profits.

A GLOOMY OUTLOOK.

If we had no coal to export, our ships must go out in ballast; exchanges would go against us; and our goods would cost us more. This was no time for any section of the community to think its interests were separate from the interests of the whole country. (Loud cheers.) In order to steer successfully through the dark, anxious days ahead, we must recover the spirit of patriotism.

THE MOST URGENT NEED.

The most urgent need of the country was an increase of production. He urged the miners' leaders to appeal to the miners to exert their utmost efforts. (Cheers.)

MINERS READY TO CO-OPERATE.

Mr. Brand complained that the Government raised the price of coal without consulting the miners, who resented the way they had been treated, but the miners were patriotic and realised the seriousness of the situation, and were ready to co-operate with the Government most cordially.

THE PRICE OF COAL.

London, July 14th.

In the House of Commons, at question-time, Mr. W. C. Bridgeman stated that the average pithead price per ton of coal in England, including the 6s. increase, was 28s. 4d.; in the United States, it was 11s. 2d.; in Natal, 10s. 7d.; and in India, 5s. 10d.

NATIONALISATION OF MINES.

STRONG OPPOSITION MOVEMENT.

London, July 14th.

Three hundred members of the House of Commons, from all Parties, including Lord Hugh Cecil, Mr. Horatio Bottomley, and Mr. Kennedy Jones, have memorialised Mr. Lloyd George opposing the nationalisation of mines.

HIGH COST OF LIVING.

GOVERNMENT TAKING IMMEDIATE STEPS.

London, July 14th.

In the House of Commons, Mr. Bonar Law stated that the Government was fully alive to the seriousness of the question of high prices of commodities, and proposed immediately to establish a Select Committee of Enquiry. Meanwhile, the Government was carefully considering steps which could be taken without delay.

THE IRISH PROBLEM.

WHEN WILL THE GOVERNMENT'S POLICY BE ANNOUNCED?

London, July 14th.

In the House of Commons, at question-time, Mr. Bonar Law stated that he could not say when the Government's Irish policy would be announced. The Government did not wish to postpone any part of its policy, but it did not wish to attempt anything without some chance of success. (Cheers.)

DIRECTED AGAINST THE SINN FEIN MOVEMENT.

London, July 14th.

Sir Edward Carson's speech, yesterday, has unfavourably impressed the Unionists, who deplore disturbing utterances at the present juncture.

Sir E. Carson's followers declare that the speech was really directed against the Sinn Féin.

AERIAL MAIL.

A SAVING OF EIGHT DAYS.

London, July 14th.

The R. 4 brought a batch of American newspapers, which were delivered in London in three days, nine hours, as compared with eleven days by the ordinary service.

AMERICAN SHIPPING.

STRIDES TOWARDS WORLD SUPREMACY.

Washington, July 14th.

The Shipping Board announces that 118 vessels, of 575,383 deadweight tonnage, were delivered during June. This is double the amount delivered in June, 1918.

FRENCH NATIONAL FESTIVAL.

MAGNIFICENT VICTORY PARADE IN PARIS.

Paris, July 14th.

Huge crowds, some of whom had congregated since last night, assembled to witness the great Victory Parade in glorious weather.

The magnificently decorated route was protected by triple rows of soldiers.

The chains which barred the *Tre de Triumphant* since the Prussian victory of 1870 were removed.

A cenotaph erected in honour of France's dead, near the Presidential tribune, with four gilded figures of "Victory" at the foot, made it an impressive feature of the pageant.

M. Clemenceau reached the stand at 7.45 a.m. and received a tremendous ovation. Guns immediately began the salutes.

President Poincaré arrived at 8.15 a.m. and deposited a wreath at the foot of the cenotaph. Marshal Foch and M. Clemenceau did likewise.

The procession was preceded by a detachment of 1,000 mutilated soldiers, some on stretchers—a very touching spectacle.

At 9.15 a.m. a French officer and two *poilus*, heading the procession, passed through the arch.

A band followed, preceded by Marshal Foch and Marshal Joffre, riding side by side, accompanied by a glittering Staff. They received an overwhelming reception.

Then General Pershing led the Americans with their Regimental flags.

The Belgians came next, and then the marines leading a British detachment, and marching with wonderful precision.

At the head of the representatives of the British Army was Field-Marshal Sir Douglas Haig, followed by two colour-bearers. After him came the Guards with their famous band, and then the battle-colours, of which there must have been several hundreds, of all the regiments.

It was a splendid sight, for each was accompanied by a colour party.

The Highlanders accompanied by their skirling pipes, who passed next, immensely interested the spectators.

A detachment of officers and men from all regiments brought up the British rear. General Diaz led the Italians, after whom came a small group of Japanese officers, the Greeks, Poles, Portuguese, Rumanians, Serbs, Siamese and the Czech-Slovaks in the order named. All were tremendously cheered.

Then Marshal Pétain, on a white horse, followed through the arch, heading the representatives of 21 French Army Corps, followed by Generals Castelnau and Berthelot.

Line after line of bronzed *poilus* swung past, followed by African Colonial troops, a naval detachment, famous artillery sections, French tanks and motor machine guns.

Four military aeroplanes hovered over the *Tre de Triumphant* throughout the passage of the procession.

THE SUPREME ECONOMIC COUNCIL.

STILL IN EXISTENCE.

London, July 14th.

In the House of Commons, Mr. Bonar Law stated that the Supreme Economic Council still existed. It was considered desirable to continue some form of international economic co-operation, but precise measures had not yet been decided.

CONSOLIDATING PEACE.

PRUSSIA AND BAVARIA NEED NOT SIGN.

Berlin, July 13th.

It is authoritatively stated that Prussia and Bavaria need not sign the Peace Treaty in order to complete the German ratification.

MORE ARMENIANS MURDERED.

CRUELTY OF THE KURDS AND TARTARS.

London, July 14th.

Details of the horrible massacres of Armenians in the Province of Karabagh, on June 4th, by the Tartars show that they were ordered by Sultanof, the Governor of Karabagh.

The town of Chouchi was attacked, the fortifications captured, and the Armenians were pitilessly massacred.

The movement spread throughout the country. The Kurds massacred the population at Khaipali, Cargajan and Pasoul. In other districts the Kurds burnt, pillaged and destroyed everything, carrying off the women-folk.

The total dead exceeds 600.

It is reported that the Allied Commander in the Caucasus has arrested Sultanof.

THE SILVER MARKET.

London, July 17th.

Silver is quoted at 54½, buyers and 54½, sellers. The market is steady.

EARLIER CABLES.

A GRADUAL RISE IN QUOTATIONS.

London, July 15th.

Silver is quoted at 54½, buyers and 54½, sellers. The market is steady.

London, July 16th.

Silver is quoted at 54½, buyers and 54½, sellers. The market is steady.

DAYLIGHT-SAVING IN AMERICA.

PRESIDENT WILSON REFUSES TO REPEAL BILL.

Washington, July 14th.

President Wilson has vetoed the Bill repealing daylight-saving, which he declares has resulted in great economy of fuel and energy. He is convinced that the majority of the people favour its continuance.

THE CZECHO-SLOVAK REPUBLIC.

FEARS AN ATTACK FROM BAVARIA.

Prague, July 13th.

A telegram from Vienna states that the Czech-Slovaks are taking extensive military measures on the Bavarian frontier, fearing an attack from Bavaria.

HUNGARY.

ALLIES ASK BUDAPEST GOVERNMENT TO RESIGN.

London, July 13th.

It is reported that General Franchet d'Espèrey has requested the Budapest Government to resign, in order to make way for a freely-elected Government.

If the request is not complied with, military action will be immediately taken.

ITALY.

FOOD PRICES TO BE FIXED.

Rome, July 13th.

A Royal Decree has appointed Commissioners in all Communes to fix prices of food, etc. Very severe penalties will be imposed on culprits.

SITUATION IN NORTHERN INDIA.

A BRITISH CONVOY ATTACKED.

Sirsa, July 19th.

The enemy attacked a British convoy proceeding to Fort Sandeman, on July 16th, inflicting heavy losses on us.

The Officer Commanding the escort and four British officers were killed, and two were wounded.

There were 100 casualties in the Indian ranks.

The convoy was eventually forced to retire to Bahar.

The enemy fled ten miles, to a large concentration camp near Kaspi.

FAR EASTERN CABLE NEWS.

(BY COURTESY OF THE HONGKONG CHINESE COMMERCIAL NEWS.)

THE SHANTUNG QUESTION.

The Government deny the report that China is negotiating direct with Japan about the Shantung question.

The Cabinet telegraphed to Shun Chun-hin, on the 15th, that according to a telegram from Luk Tsing-cheng, American, assisted by Great Britain and France, is doing her best to arrange a compromise regarding the Shantung question.

Shantung residents in Shanghai have telegraphed to Peking that, now that the Shantung question is to be fought out before the League of Nations, China must send a competent delegate. Wong Tsing-tung is the right man, because the whole world admired him for the strong fight he made at the Peace Conference. Besides, he has gained the confidence of President Wilson.

THE INTERNAL PEACE CONFERENCE.

Shun Chun-hin has telegraphed to Peking that the South will retain Tong Shiyi as chief delegate. He wants to know when the North will appoint.

A Cabinet meeting yesterday decided to appoint Wong Yap-tong, chief delegate. The decision was reported to Chu Sui-chong last night, with a view to getting his concurrence.

In the meantime, Kung Sam-jun will ask Shun Chun-hin not to reject Wong Yap-tong, but Chu Sui-chong has declared that the appointment of the chief delegate must be agreed on by both sides. Therefore, the Cabinet must bear the full responsibility, and he does not want to interfere.

Shanghai, July 19th.

The Cabinet telegraphed to Shun Chun-hin, on July 16th, suggesting that he should let both Parliaments decide the legal question.

If the South agrees to the proposal, the Conference will open immediately.

Other reports state that Kung Sam-jun has made Shun Chun-hin the following proposal: First to let both Parliaments select an equal number of delegates to draft the constitution; second, that when this has been drafted, they shall be submitted to both Parliaments for final approval; and, third, to elect the new Parliament according to the new regulations.

It is proposed in Shanghai that, pending the appointment of a chief peace-delegate, Wong Yui-lung may act for a time, but the On Fook Club strongly opposes the proposal.

Choy Yuen-pui has telegraphed to the Ministry of Education that he will arrive in Peking within this month.

THE NORTHERN DELEGATE.

Shanghai, July 21st.

Wong Yap-tong will not accept the office of chief Northern delegate to the Shanghai Conference. The Government now intends appointing Kung Sam-jun, of whom the South-west approves.

Kung Sam-jun has telegraphed to Shun Chun-hin saying that the President has selected Wong Yap-tong Chief Peace Delegate. Wong Yap-tong renounces the appointment, (Kien Sam-jun will be appointed).

REPORTS OF FIGHTING.

Shanghai, July 18th.

It is reported that fighting has already begun between Kirin and Fengtien troops. Kung Sam-jun reported the matter to Chu Sui-chong yesterday, who held a special meeting in the Palace to discuss it. The Government have discredited the report because the main bodies of troops on both sides have not met.

They have, however, decided to urge Pow Kwei-hing to proceed to his Kirin post without delay, because upon Pow Kwei-hing arriving at Harbin, Ma Yu-yuen can hand him the seal.

Chang Jek-lum has stopped Kung Chiu-chung from entering Kirin. Kung Chiu-chung therefore had to return to Peking.

Go Shi-sun has declared that if Pow Kwei-hing comes to Kirin with soldiers, he will resist with all his troops.

THE KIRIN TROUBLE.

Pow Kwei-hing has telegraphed that Go Shi-sun is now like a man riding on a tiger's back, who could not come down. Pow Kwei-hing suggests transferring Go Shi-sun, with his troops, to a place near the capital, or to a small station, and appointing Ma Yu-yuen, Chief Commander, with control over Go Shi-sun. This is the best method of settling the trouble. The Government must not use armed force, which would create diplomatic complications.

(Continued at foot of next column.)

CANTON NEWS.

July 21st.

THE SEQUEL TO THE STRIKE.

Although the people went on strike for several days to secure the appointment of Dr. Wu Ting-fang, as Civil Governor, their efforts have not met with the slightest success. The merchants have, on the other hand, suffered great loss as a result of participating in the strike.

The ringleaders have been arrested, and are being detained by the Police, but it is expected they will be released after order has been established.

Students are to be seen marching along the streets, with flags, warning the people to "preserve order, and cooperate in saving the nation." The demonstrations are not interfered with by the Police so long as they are conducted in an orderly manner.

THE CIVIL GOVERNORSHIP.

It is said that the people and some of the leaders, when their effort to secure the appointment of Dr. Wu failed, requested the Military Government to appoint Tong Ting-kwong, Chief Commander of the 1st Squadron, as Civil Governor. Tong is a Cantonese, and will be supported by the naval officers.

The Administrative Directors, also, are in favour of Tong, and his appointment will be discussed at the next meeting of the Military Government. Other messages state that there is wide divergence of opinion regarding the claims of the candidates for the post. It is impossible to settle the question, unless the Tuchen Mok Wing-on gives up his candidature.

As a result of Tong Kai-gow's (the Tuchen of Yunnan) threatened attack on Kwangsi, the situation in Kwangtung is slightly uncertain. The Yunnanese troops in Canton suddenly built a number of defences round their headquarters in Canton. Modern guns can be seen there, with shells, as if in readiness to repel an attack.

The other Yunnanese troops in the province (mostly on the northern borders) are preparing defensive works as speedily as possible, and the rumoured attack on Kwangsi by Yunnanese troops will, it is said, become a fact. The Tuchen, Mok Wing-on, in view of the fact that the situation in the city has not yet become normal after the strike, has ordered Commander Lam-fu to send back the Kwangsi troops (whom he dispatched to other places) to Canton at once.

THE INTERNAL PEACE NEGOTIATIONS.

It is reported that the Peking Government has intimated the Military Government in Canton that it proposes appointing Wong Yap-tong, Speaker of the Peking Parliament, as Chief of the Northern envoys at the Shanghai Conference. Wong has refused, however, and the Peking Government has decided to appoint Kung Sam-jun instead.

Shun Chun-hin has wired to the Peking Government that Tong Shiyi is to be the Chief of the Southern Peace Envoys, and consultations in connection with internal peace may be had with him in Shanghai. Shun has also expressed the Southerners' approval of Kung Sam-jun's appointment as chief Northern envoy. The resumption of the Shanghai Conference is expected shortly.

AMERICA RECOGNISES CHU SAI-CHONG.

Shanghai, July 18th.

The American Minister told Tuan Kisi that America had formally recognized Chu Sui-chong as President. Therefore, America did not like him to resign.

THE AUSTRIAN TREATY.

Shanghai, July 19th.

Luk Tsing-cheng reports that the Austrian Treaty will be signed on August 5th.

The Peking Government proposes to sign the Austrian Treaty first and submit the German Treaty for decision to the League of Nations afterwards.

THE INTERNATIONAL LABOUR UNION.

The International Labour Union allows China two delegates. Luk Tsing-cheng, therefore, asks the Government to appoint delegates to attend the Conference.

THE ACTING PREMIER.

Kan Wan-pang will be the acting Premier.

THE WAR PARTICIPATION BUREAU.

A mandate was issued yesterday dissolving the War Participation Bureau.

BORDER DEFENCE.

Tuan Kisi has been appointed Director of Border Defence Affairs.

ECHO OF A SHANGHAI CASE.

London, July 19th.

The Privy Council has dismissed the appeal from the decision of the Privy Court condemning the parcel of diamonds sent by Messrs. H. Hall et Fils to Mr. James Brodie of Shanghai.

OUTLER, PALMER & CO'S

NAPIER JOHNSTONE'S
SQUARE
BOTTLE WHISKYSOLE AGENTS IN HONGKONG
AND NEW ZEALAND
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

"ASAHI BEER"

SOLE AGENTS
MITSU BUSSAN KAISHA

Alex. Ross & Co. have secured

the wholesale agency for the
famous Gillette Razors & Blades.

Enquiries solicited.

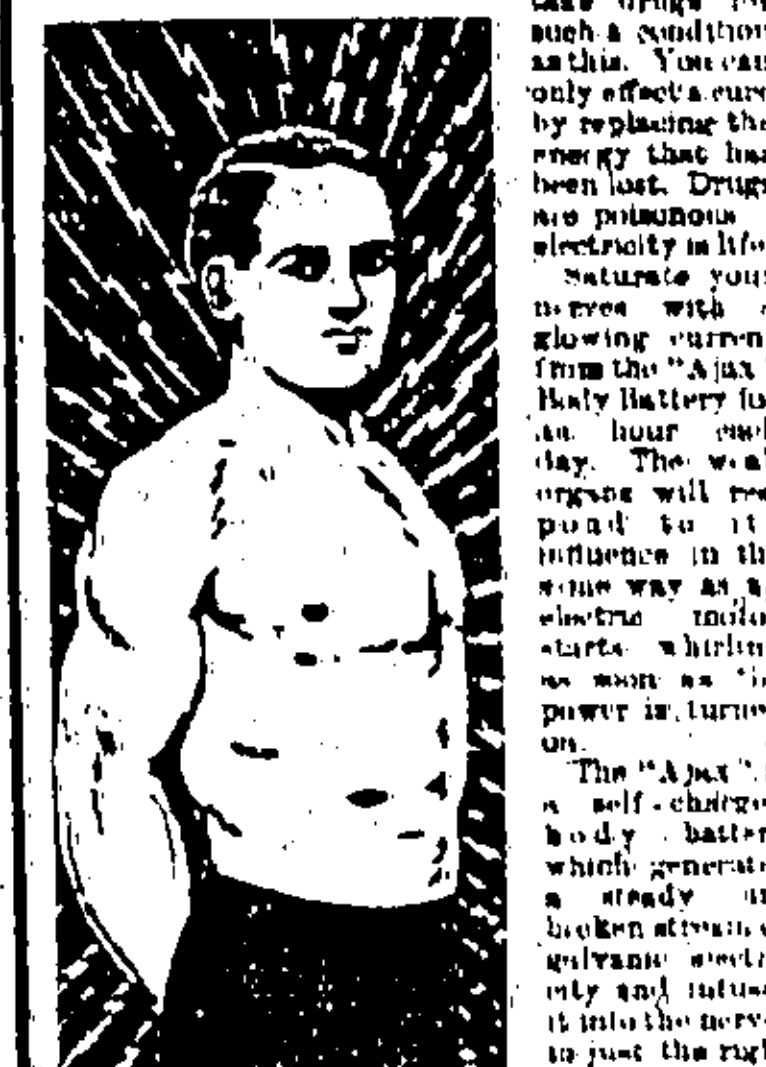
ALEX. ROSS & CO.,

4, Des Vœux Road Central.

HONGKONG.

THE
VITAL POWER
OF THE HUMAN BODY.
IT CAN BE "RECHARGED."

The force that runs the human machine is stored in the nerves. This nervous energy, if it is not used, is only another name for electricity. If an organ of your body is weak and inactive, it means that the nerve which controls it lacks power. This must be restored before the affected part can perform its proper function. It is now so easy to take drugs for such a condition as this. You can only effect a cure by restoring the energy that has been lost. Drugs are poisonous to the system. They only effect a temporary relief. The only way to restore the energy is by using a self-charged battery which generates a steady, unintermittent, and safe electric current. This is the only way to restore the energy that has been lost. It is a natural remedy, and it does all we claim for it. It will tell you that it does all we claim for it.



up vitality and strengthens and restores the system. It is a natural remedy, and it does all we claim for it. It will tell you that it does all we claim for it.

THIS IS FREE.

We will send you our free book, "Electricity and the Human Body," which tells you all about the battery, how it works, and what it does. This book is illustrated, and explains many things you should know about the human body. It is a natural remedy, and it does all we claim for it. It will tell you that it does all we claim for it.

THE BRITISH ELECTRIC INSTITUTE,
189, 191, 193, Victoria Road, London, England.
P.O. Patents living abroad should thoroughly explain themselves in every particular. Every letter is treated in the most private and confidential manner. State age, since when and how afflicted, and what treatment. Please advise can they be given, quite free of charge, by return mail, and all loss of time avoided.

FRENCH LESSONS

G. MOUSSON.

18, MORRISON HILL ROAD.

FOR SALE

POSTAGE
STAMPS

to Commemorate

PEACE

at 50 cents per set of 4

GRACA & CO.

No. 10, WYNDHAM STREET,

HONGKONG.

P.O. Box 620.

DAIRY FARM NEWS.

KIPPERS KIPPERS

Just Received

A New Shipment direct from

Scotland

65 cents per lb.

HALF A CENTURY REPUTATIONS

DR. LECLERC'S PILLS FOR THE

LIVER & KIDNEY

Invaluable for disorders of these important organs.

Gravel, Pains, the Back, Gout, Rheumatism, etc.

Price 3s. 6d. per box, or 6s. 6d. per box, by post free. Dr. Leclerc, 10, Rue de la Harpe, Paris.

Sole Importers, Messrs. J. & W. G. & Co., Ltd., 10, Rue de la Harpe, Paris.

Sole Importers, Messrs. J. & W. G. & Co., Ltd., 10, Rue de la Harpe, Paris.

Sole Importers, Messrs. J. & W. G. & Co., Ltd., 10, Rue de la Harpe, Paris.

Sole Importers, Messrs. J. & W. G. & Co., Ltd., 10, Rue de la Harpe, Paris.

Sole Importers, Messrs. J. & W. G. & Co., Ltd., 10, Rue de la Harpe, Paris.

Sole Importers, Messrs. J. & W. G. & Co., Ltd., 10, Rue de la Harpe, Paris.

Sole Importers, Messrs. J. & W. G. & Co., Ltd., 10, Rue de la Harpe, Paris.

Sole Importers, Messrs. J. & W. G. & Co., Ltd., 10, Rue de la Harpe, Paris.

Sole Importers, Messrs. J. & W. G. & Co., Ltd., 10, Rue de la Harpe, Paris.

Sole Importers, Messrs. J. & W. G. & Co., Ltd., 10, Rue de la Harpe, Paris.

Sole Importers, Messrs. J. & W. G. & Co., Ltd., 10, Rue de la Harpe, Paris.

Sole Importers, Messrs. J. & W. G. & Co., Ltd., 10, Rue de la Harpe, Paris.

Sole Importers, Messrs. J. & W. G. & Co., Ltd., 10, Rue de la Harpe, Paris.

Sole Importers, Messrs. J. & W. G. & Co., Ltd., 10, Rue de la Harpe, Paris.

Sole Importers, Messrs. J. & W. G. & Co., Ltd., 10, Rue de la Harpe, Paris.

Sole Importers, Messrs. J. & W. G. & Co., Ltd., 10, Rue de la Harpe, Paris.

Sole Importers, Messrs. J. & W. G. & Co., Ltd., 10, Rue de la Harpe, Paris.

Sole Importers, Messrs. J. & W. G. & Co., Ltd., 10, Rue de la Harpe, Paris.

Sole Importers, Messrs. J. & W. G. & Co., Ltd., 10, Rue de la Harpe, Paris.

Sole Importers, Messrs. J. & W. G. & Co., Ltd., 10, Rue de la Harpe, Paris.

Sole Importers, Messrs. J. & W. G. & Co., Ltd., 10, Rue de la Harpe, Paris.

Sole Importers, Messrs. J. & W. G. & Co., Ltd., 10, Rue de la Harpe, Paris.

NEED OF A STRONG NAVY.

VISCOUNT JELlicoe EXPLAINS POSITION.

DEFENCE THE SUPREME OBJECT.

There was a brilliant gathering in the Hotel Australia, Sydney, on June 25th, when Admiral Viscount Jellicoe was entertained at dinner by the New South Wales branch of the Navy League.

At the head table were the president of the league (Sir William Cullen) presiding, supported on his immediate right and left by his Excellency the Governor (Sir Walter Davidson) and Admiral Viscount Jellicoe, Vice-Chairman, Lady Davidson, the Acting Minister for the Navy (Mr. Pym), Lady Cullen, Commodore Dumas, commanding the Australian fleet, and others.

Sir William Cullen, proposing the health of their guests, assured Viscount Jellicoe of the regard of the Australian people, as deep and sincere as could exist in the hearts of men.

Admiral Jellicoe, who was received with prolonged applause upon rising to respond, said: "One of the great sources of strength of the Navy League is the fact that they are non-party organisations, as such as long as they exist. Their business, as the other Navy Leagues state, is that of impressing the paramount necessity of naval supremacy for the British Empire for the maintenance of peace. (Applause.) And that sentiment, I am quite sure, everyone, whether he belongs to the Navy League or not, will heartily endorse. Certainly, every member of the British Empire. (Applause.)"

NAVAL SUPREMACY.

There are certain of the points emphasised by the Navy League in its crusade which appeal very much to me, and which I am sure appeal also to the naval officers. The first is the education of public opinion as to the vital necessity for naval supremacy in the British Empire. (Applause.) The second is the education of youth in that truth, and in naval history, because, without education in naval history, it is not easy for people to understand why naval supremacy is essential to the British Empire. And the third is the necessity—and it is emphasised particularly since the start of this war—for maintaining our mercantile marine by officers and men of Empire birth. (Loud applause.) The mother Navy League has 21 years' existence to its credit, and every year that passes makes it more useful to the British Empire. The Navy League of New South Wales has, I believe, completed 15 months of existence. May it prosper and work as successfully in this State as the mother Navy League has worked in Great Britain. If one can gauge the success of the Navy League in New South Wales by the success of its efforts to raise contributions for the benefit of the seamen last year, then all I can say is that that body has a very bright future, because I am told it has raised £10,000 for the Navy League of New South Wales. (Applause.) An organisation which can do that, I think, certainly educates public opinion in the right direction. The time is ripe for the education of public opinion, because the general result of this war must have impressed everyone in the British Empire with the paramount necessity for naval supremacy for the existence of the Empire. (Applause.) I know it is apparent to everyone that if it had not been for the supremacy of the British Navy and of the British mercantile marine, the war would long ago have been won by the Central Powers. It was just as much the work of the mercantile marine as it was the work of the navy which has saved the Empire, and not only the Empire, but the Alliance and the cause of civilisation. (Applause.)

When discussions take place on such subjects as the League of Nations or the question of the limitation of armaments, I trust it will never be forgotten that the existence of the British Empire depends absolutely upon the safety of its sea communications. (Applause.)

POLICEMEN ABOARD.

It is the scattered nature of the British Empire which makes that true. This great continent is some 12,000 miles from the mother country, and these 12,000 miles of sea have to be guarded by what is called the police of the sea—the British Navy. And you cannot guard 12,000 miles of ocean without a great many ships. Before the war, we suffered from an insufficient number of ships to guard these 12,000 miles of ocean, as well as the other 12,000 miles going the other way, and it is up to the British Empire to see that we are never in want of sufficient policemen abroad in the future. (Applause.) The British Navy, too, is a defensive arm. It has never been used for aggression, and I imagine it never will be. And that is another reason why there should never be any lack of a sufficient number of policemen abroad. Everyone realises the deadly risks that have been run in the last five years. I have been told how very much it was realised in this Commonwealth the risks that were run when the first news came over here of the result of the battle of Jutland—when it was thought that the British Navy had been defeated. I am told—I was told in Melbourne—that people then began to realise what very serious risks they were running should the British Navy be defeated, and one can only hope that in the future sufficient provision will be made by the mother country and by the overseas Dominions to ensure the impossibility of defeat for the British Navy. (Applause.)

FINANCE VERSUS POLICY.

I do not think it is always realised that the defensive policy of a nation, or empire, should be governed by its external policy—its foreign policy. But it is often governed by questions of finance. It really should be governed by the policy carried out with regard to other nations. If that policy is one which might anger other nations, which might cause ill-feeling, then if it is intended to carry out that policy, there should be sufficient force behind it to ensure its being carried out. (Cheers.) Troubles about finance must be overcome.

of that policy must be altered. Our Empire is so widespread that it touches interests in every part of the world, and that makes it the more important that it should be capable of safeguarding interests vital to any part of the Empire.

IMPORTANCE OF BASIS.

Mention was made of the distance of this continent from Britain, and when one considers that one must realise that as long as this continent is dependent upon the navy at home for protection the distance which the ships of the mother country's navy have to travel must be borne in mind. It must also be remembered that the ships, when they are here, require many things for their maintenance. One of the principal things would be bases. People like to see blue-jackets in their ports and ships cruising about, but the ships of the mother country could not come here unless bases existed in which to dock them, fuel, and protected harbours in which they may be refuelled. All these things mean money, and money in no small figures. Also, they require time to build. Bases require years to construct. I believe that the estimate for your principal one, the Henderson base, in Western Australia, is eleven years. I have no doubt that for eleven years we are quite safe from war, but no one can look ahead very far. The defence of this base is just as necessary as the construction.

There have been many surprises in this war. One of them was the range at which ships bombarded ports, harbours, or open towns at a range of ten miles. Before the war, the guns defending harbours had a range of only five miles. And it is necessary, of course, that that deficit be made good.

Before the war there were very few high-powered ships which were not defended against submarine attack. The cost of organising such a defence is considerable, and it cannot be improvised. Take the case of Rosyth. Early in 1916 it was considered desirable that we place the whole of the Grand Fleet at Rosyth, and at a conference I had with Sir Henry Jackson, the First Sea Lord, it was decided to make the place suitable for the whole of the Grand Fleet. This work took about six months. You cannot improvise submarine defences, even at a place which lends itself to defence like Rosyth. This is one of the things which Australia must look into.

DIFFICULTY OF HAVING RAIDERS.

There are many other lessons of the war. One is the difficulty of hunting down raiders. The hunting down of the *Endau*, with her charmed life and skilful captain, required many ships. We cannot hunt down ships so easily, but we had five or six chasing her in the restricted waters of the Bay of Bengal. She had four narrow escapes, but still carried out her depredations with considerable success. On one occasion two of our ships passed her within ten miles, but she was hidden in a rain squall, and we never sighted her. This shows the difficulty of hunting down a skilful raider, and that many ships are wanted for the work. Many ships looked for the *Mauro* and *Wolf*, but not one saw them.

PREPARATION NEEDED.

We had to adopt the convoy system of the war. The difficulty of the difficulty was that we did not have sufficient ships to start a convoy system. When we started with home-bound bound ships in the Atlantic, we wanted 50 cruisers, and we did not have them. It was a long time before we could scrape up anything approaching 50 cruisers. In future wars we must be prepared to convoy British ships all over the world. The assistance of the Dominions in this war will certainly be necessary.

The lesson I am trying to preach is: Preparation for war. I have instanced what sort of preparation is required to give protection to our mercantile traffic against enemy raiders. But that is only one side of the question. The preparation required to deal with an enemy's submarine campaign is a far more complicated problem.

To show you how long it took to get ready for the Germans' unrestricted submarine campaign in the early part of 1917, I would mention some figures. One of the anti-submarine forces was found to be depth charges for destroyers. In 1917 we had great difficulty in supplying more than 100 depth charges to such a destroyer. The depth charge had been invented early in the war, but their supply on a big scale required a big organisation. When we were successfully combating the enemy's submarines in 1918 we were giving the destroyers 50 instead of four depth charges.

Another successful antidote was the mine. In the early part of 1917 we could not supply more than 300 mines a month, but at the end of 1917 and in 1918 we were supplying 9,000 mines a month. That shows the necessity of being prepared. We were at first unprepared, and were at a grave disadvantage.

GAINING SUGGESTIONS.

The Admiral referred humorously to the shoals of suggestions with which the Admiralty was flooded while they were seeking the antidote to the submarines. One man suggested that they fill the North Sea with "Eco's Fruit Salts," explaining that the lowering of the specific gravity of the sea would cause all the submarines to sink. "Unfortunately," said the Admiral, "we had not enough fruit salts." Another man wanted to see a break-water built right across the North Sea to trap the submarines. The most frequent suggestion related to the magnet, which was to be employed in a conceivable manner to attract and destroy submarines. Another gentleman was very indignant because the Admiralty failed to catch the German submarines which lay on the bottom of the Irish Sea.

Before concluding I would like to say very seriously that it seems to me the conclusion is forced upon us that the British Empire depends now, more than ever, upon naval supremacy. (Applause.) Everyone knows the fact that has been placed upon the mother country by the existence of this great war, and every one here will, I am sure, realise that the mother country, by herself, will find it

(Continued at foot of next column.)

SIR ALBERT STANLEY.

EARNING £10,000 A YEAR WHEN HE WAS TWENTY.

There never has been a life more full of business romance than that of Sir Albert Stanley, M.P., whose resignation, owing to ill-health, as President of the Board of Trade, has been officially announced. His whole life is a masterpiece of brilliant success.

He began his adventures at fourteen years of age, when he ran away from school and obtained a post as messenger in the office of the tramway company in Detroit, in the United States. He earned then five dollars a week, and kept himself well on it, finding enough money to pay for class fees at a technical institute in his spare time. Electric traction was then at its height and progressing rapidly. The boy learnt all he possibly could about electricity and tramways at his night classes.

At seventeen he got his chance. He was made superintendent of the tramway company with a salary of £300 a year and command over 2,000 men. That, however, was not good enough for this boy with ambition. He felt he did not know enough about his work, and so he threw up his job and went as a labourer in the shops and yards to learn everything there was to know about the mechanical side of electric trams.

It got his reward. He was appointed general superintendent of the undertaking, and earned £1,000 a year when still a lad of twenty. The development of the traction system around Detroit under his care was extraordinarily successful. The next change took him to New Jersey, at the age of twenty-eight, with the position of general manager over nearly 1,000 miles of electrical railroad, a salary of £3,000, and control over 25,000 employees.

ADVENTURES IN GERMANY.

Then he came back to England, the place of his birth, at the instance of friends in Boston, his plan being to learn once more, this time about the electric traction of London. He stayed in the old city to become at thirty-one, general manager of the "Underground."

The very first holiday Sir Albert took in his life was just before the war. He had never until then been two consecutive days away from his office. On August 1st, 1914, he was in Baden. A German officer whom he met in the morning warned him to get out and away for home that same afternoon. Sir Albert tried the railway, but was not permitted to travel. He went at once with a friend and bought two motor-cars costing £1,500, and they started away by road. They were stopped, however, at Freyburg and the cars confiscated. It looked hopeless. Sir Albert managed to get himself and his friend smuggled into a luggage train filled with soldiers. They reached Holland eventually, and were home in London on the night of August 3rd, just before war was declared.

Sir Albert Stanley says himself that he made one big mistake in his life, which was thinking that, because he loved it, he could keep at work without a holiday. The keenest disappointment he has suffered is having to give up the Board of Trade. He found the post amazingly fascinating, and is firm in the opinion that no business man, whatever his position, works half as hard, or has a task to his mind as quarter as interesting, as does a Minister of the Crown.

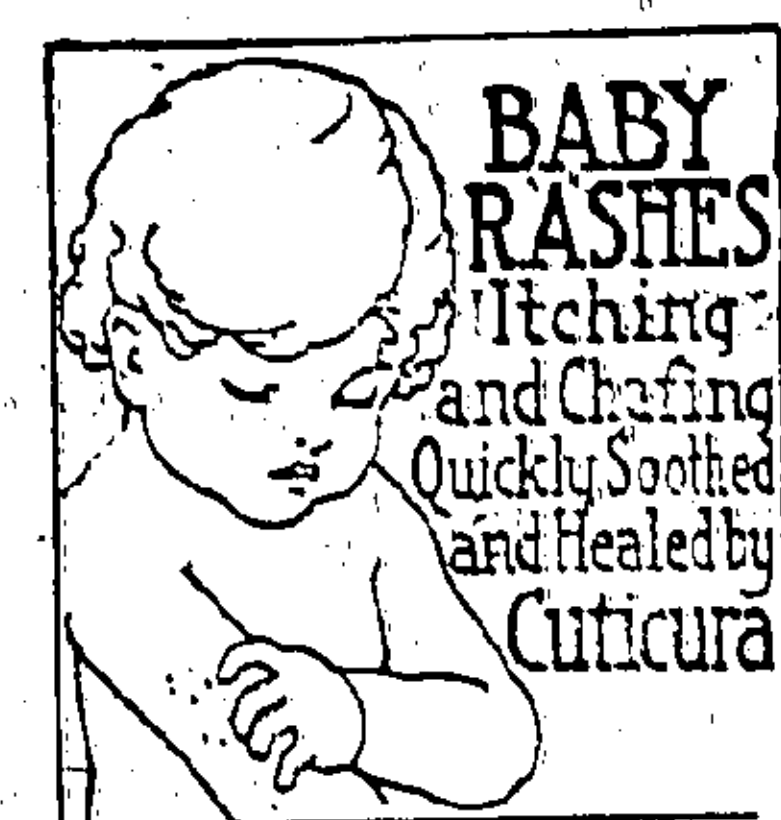
The man who was railway manager at twenty-eight, and a Minister of England at forty-two, gives this definition of his whole life:—

"Work all the time, with a big element of luck."

very difficult to maintain that supremacy. It is part of my mission to advise the degree to which the Dominions overseas should help the mother country. All I am asked to do is to give advice as to the method by which assistance might be rendered. It is for statesmen to decide the measure of assistance which the overseas Dominions can render. (Applause.) But if, instead of speaking as connected with the mission, I may for a moment speak as a citizen of the British Empire, I would say that it occurs to an ordinary citizen, as no doubt it has occurred to every citizen, that one fair and simple method of dividing the expense of keeping up naval supremacy would be on the basis of population. I am inclined to think that Sir Reginald Henderson's proposal is a suggestion of this sort. It is not my business to do this; but as a citizen, in hunting around for some equitable method of dividing the expense among the members of the British Empire, it occurred to me that that was at least one of the methods by which any Dominion, if it wished to help the mother country, might ensure the degree of its help. I offer it as a suggestion to my friend the Minister. (Laughter.) At any rate, it seems to be perfectly clear to every member of the British Empire that co-operation between all portions of the Empire is more necessary now than ever it was before. The war has brought the different parts of the British Empire together more than ever before. We have fought on the same field. Britishers have been filled with admiration for the deeds of their brethren overseas, and I cannot help thinking that the spirit of brotherhood which has been bred in this war is bound to draw more closely together than ever all parts of the British Empire. (Applause.) It is my hope that that brotherhood will result in a clear realisation of the responsibilities of every member of the Empire for the maintenance of the policemen of the sea. (Applause.)

THE RISK AND FINE.

It now only remains for me to thank the president and his Excellency for the all too kind words to which they have given expression to-night. They have made these words rather personal—I am afraid they were bound to in my presence—(laughter)—but I know that what was in their minds was an endeavour to express the obligations of the Empire to the rank and file of the navy. (Applause.) And as their representative to-night, I thank the speakers from the bottom of my heart for their kindly words. (Applause.)



BABY RASHES

Itching and Chafing

Quickly Soothed and Healed by

Cuticura

Mothers, don't let your little ones suffer because of eczemas, rashes, irritations, itching, burnings or chafings. Cuticura will afford instant relief, permit rest and sleep and point to speedy healing when all else seems to fail. Bathe with hot water and Cuticura soap, using plenty of soap, dry and anoint gently with Cuticura Ointment. These super-creamy ointments are a boon to tired, fretful mothers of skin-tortured infants.

Sole Distributors: (Overseas) Messrs. F. Newbery & Sons, Ltd., 27, Charterhouse Square, London, E.C.1. Sold every where.

[31-19]

P. Wigham-Richardson & Co.

85, GRACECHURCH STREET, and at Lloyds, LONDON, E.C.3.

CARL ADOLPHUS "ARMADORE" LONDON. COOPERS, BENTLEY, COMPLETE FIREARMS, GUNS, SCOTCH, WHISKY, A.B.C., A.L., WESTERN UNION.

Insurance Brokers, Coal Contractors, Brokers for the Chartering Sale, Purchase and Construction of Steamers, are open to represent firms desiring business effected in the London Market.

[705]

THE MENAGE

OF INDIGESTION

to the General Health should neither be ignored nor treated lightly. It is always wise to regard indigestion as a serious menace—for this it is, most undoubtedly. Do not therefore dismiss a stomach ailment with the words: "It is only indigestion!" Think of what it might lead to. For it happens that neglect of this ailment in some cases has serious results. A simple remedy—yet one which has been proved time and time again for many years past to be safe and sure—is Beecham's Pills. This popular medicine should always be taken as soon as any symptoms of digestive derangement make their appearance. The signs are well known. They include:—biliousness, constipation, flatulence, headache, failing appetite and other familiar forms of indigestion. Be prompt to deal with such troubles. Do not allow them to gain a hold upon you. Remember that these symptoms do really matter. Adopt the best defensive measures against the menace of indigestion to Good Health by taking

BEECHAM'S PILLS.

Sold by Messrs. (London) Messrs. F. Newbery & Sons, Ltd., 27, Charterhouse Square, London, E.C.1. [108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

[108]

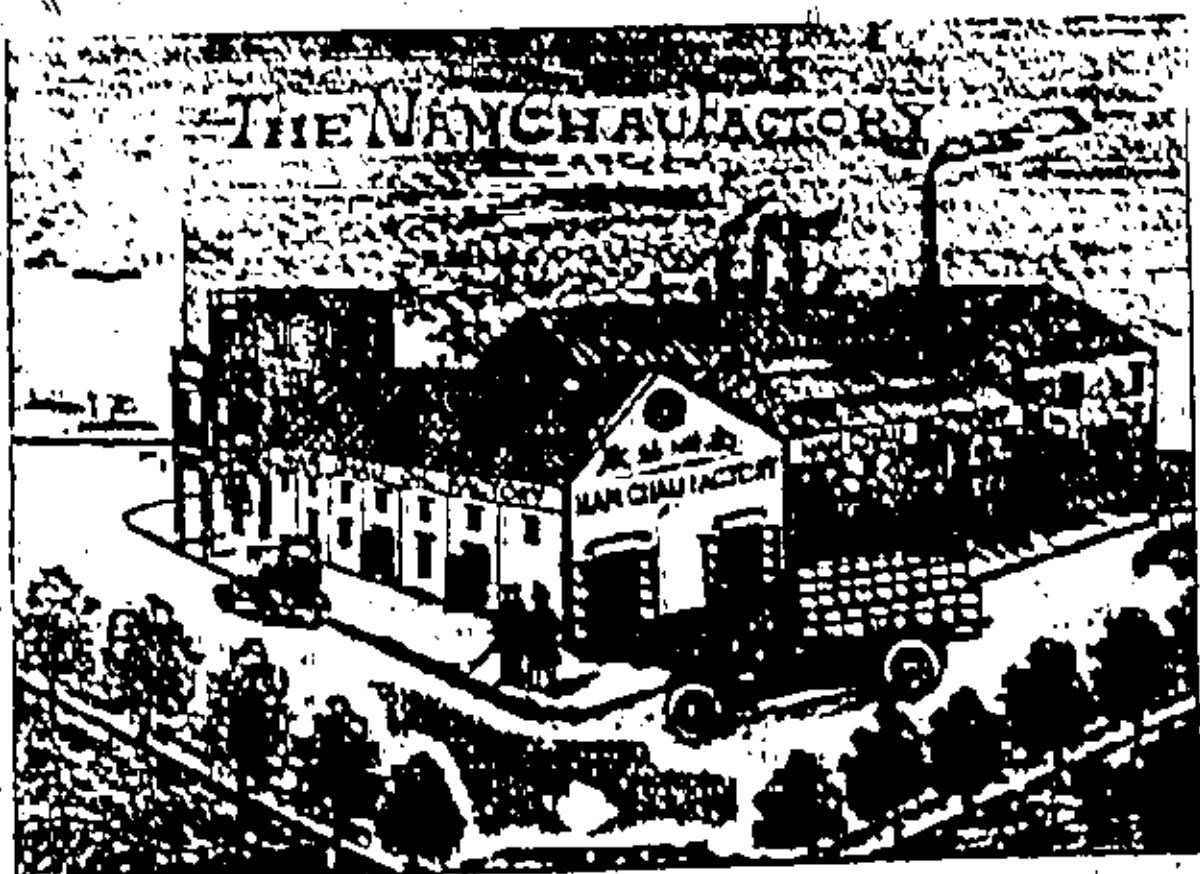
[108]

[108]

[108]

[108]

[108]



IMPORTANT NOTICE.

IN Manufactures the most Important Point is Improvement, and in Dietetics Cleanliness. Science always insists on these Maxims.

Groundnut or Peanut Oil can be used as a substitute for Olive Oil, Butter or Lard, but when Slightly Dirty is injurious to health.

In China, by the Ordinary Methods of Extraction, Dirt and Dust are not guarded against. Our Method shows a great advance. By the use of New Machinery and New Methods Scrupulous Cleanliness is Assured.

Our Machinery during the Process Filters the Oil, while our Factory is Free from Dust. Our Oil is Clear, Sweet and Fragrant; and Compares most favourably with other Oils used for Culinary purposes; there is no residue.

Prices are moderate so as to induce new business.

Analysis is always given before Shipment to Foreign Countries.

NAM CHAU OIL FACTORY.

Office:—No. 28, Connaught Road West, HONGKONG.

Factory:—No. 26, Kwei Lin Street, SAMSHUIPO.

This Sole Proprietorship of this concern belongs entirely to a Chinese Citizen.

DOBBIE McINNES, LTD.

Manufacturers of Engineering & Nautical Instruments.

SHIPS' COMPASSES. BINNACLES.
SOUNDING MACHINES. PATENT DEPTHOMETERS.
CHRONOMETERS. CLOCKS.
ANERIODS. BAROMETERS.
SEXTANTS. BINOCULARS.
FOGHORNS. TELESCOPES.

PRICES ON APPLICATION.

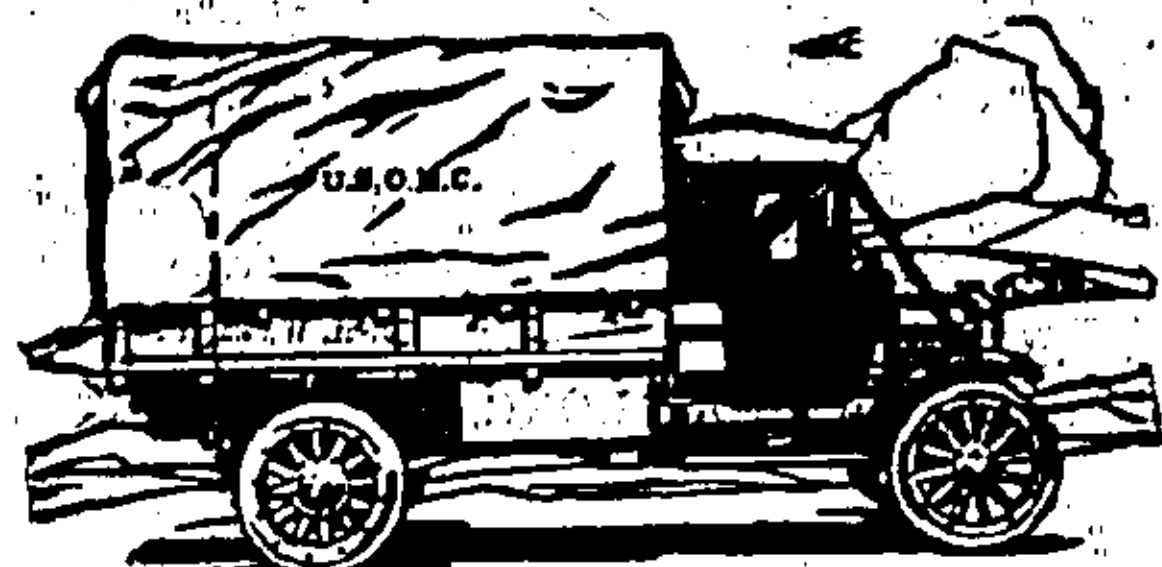
LANE, CRAWFORD & CO.,

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

Fook Lee & Co.

METAL & HARDWARE MERCHANTS
HOUSE & SHIP BUILDING MATERIALS.

Head Office: 2a, 2 & 4, Miller St. Telephone 1174.
Branch Office: York Building, Chater Rd. Telephone 1950.



You'll Come to the Motor Lorry—Soon

Quick deliveries are essential. Haulage costs must be reduced.

If you buy on facts, you'll order a Federal Motor Lorry. Built of thoroughly tested material, they will run indefinitely—with proper care.

Write us for free magazine "Traffic News".

Agents for China:

SHEWAN, TOMES & CO.,

Hongkong.

Federal Motor Truck Company

Factory—Detroit, Mich., U.S.A. Foreign Dist. 16 Broadway, New York, U.S.A.



KAPSDRY
FOR MOTOR HOODS.
THE Exact Materials used by
BRITISH WAR OFFICE for
their WATERPROOF COVERS
ALSO
ALL MOTOR BODY FITTINGS
Write for List to:
G. JONESTON, 8, Great Street, Bournemouth,
LONDON, ENGLAND.

THE SHIPPING POSITION.
THE PRESENT AND THE FUTURE.

INTERVIEW WITH SIR JOSEPH MACLAY.

We have been, are, and shall be a maritime people, but that does not mean that we are, as a nation, full of understanding of the business of the sea. To most of us shipping questions are vastly mysterious. We are aware that they affect us in all kinds of intimate fashions, but we have no clear knowledge of the causes which produce the results we are occasionally moved to deplore. At present, for instance, all sorts of people are complaining bitterly because things take so long to return to the normal, and they cannot see why there should be so much delay. In these circumstances a statement which I was able to obtain from the Shipping Controller, Sir Joseph MacLAY (writing a representative of *The Observer*) is of the greatest interest and importance. "When the armistice was signed," said Sir Joseph, "we believed that the shipping position would very speedily become easier. We thought we had the right to believe that. There would be an end of the need for vessels for carrying munitions. There would be a great diminution in the number of transports required, and, of course, an end of the submarine sinkings. Altogether it seemed that the improvement would be rapid and very considerable."

"We have been disappointed. Everybody knows that, but everybody does not understand why it is. It is necessary to say quite plainly and definitely, and without in any way attempting to fix blame, that in very large degree it is due to the fact that the ships which had been employed on military work had to be refitted before they could return to the service of peace. You cannot take a transport or an armed merchant cruiser and immediately set it to ordinary mercantile work. Very extensive alterations must be carried out first, and everything depended on getting those alterations carried out quickly. They were also many ships whose surveys were long overdue. They, too, had to go in for repairs, and it was more than unfortunate that at such a time the men in many of the most important repairing yards should have decided to go out on strike."

"Those strikes dragged on, as you know. They lasted, some of them, for two months, and some for much longer. There was a time when over six hundred ships were being held up from this cause, and for a long time practically no work was being done except at Liverpool and Glasgow."

COAL AND OTHER TROUBLES.

"Besides there was the threat of the coal strike. We could not tell whether it would come or not, but we knew what it would mean if it did come, and we were compelled to take precautions. That meant in the case of ships going to America, that they had to take in bunkers in the American ports enough coal to bring them over here and take them back again. In that way we lost 100,000 tons of cargo space in one month alone."

"There was and is a third trouble. The labour employed on imports has never been so inadequate as it is to-day. Before the war I suppose our imports amounted to some sixty million tons annually, while to-day they are only about forty million. But in spite of that there never was so much congestion at the ports as there is to-day. The consequences are most serious. To-day the turn-out of a ship takes so long that it takes in many cases, about as long or even longer to perform the whole round journey than it did in the days of the war, when there were all the delays of the convey system. Mind, the trouble is not all on this side. Other countries have their labour troubles as well, and they all help to increase the difficulties of the time."

"The consequence of all this is that the ships we have got are not doing the work which might be expected of them. But this is not all. We expected the surrender of the German ships to be completed soon after the armistice was signed, but for a variety of reasons they were not handed over till the end of March. Meanwhile the Allies had in their hands the business of sending supplies to Rumania, Poland, Austria, and even to Germany. The available shipping of the world, less the German ships, had to carry out this work in addition to everything else."

THE GERMAN SHIPS.

"You want to know, of course, how soon there will be any improvement. In thinking of that it is necessary to remember that the new construction is not going to be anything like what we had expected. We had hoped for two million tons this year; it is doubtful if we shall get much more than one million. There are the German ships, of course, and I must say that the Germans did play the game over those ships, fitting them up and preparing them for sea in a very satisfactory fashion. But they will not help us much, for directly the blockade is raised a large amount of tonnage will be taken up in carrying food and materials to European neutrals and the Central Empires."

"But though our new construction is so disappointing, the fact remains that, on a broad view, the world tonnage will in a few months' time be equal to what it was before the war. The damage of the submarine campaign was to a very great extent counterbalanced by the energy of construction in various countries, especially in America and Japan. Before the war I suppose America possessed roughly two million tons of ocean shipping, and now she must have well over six millions. And though we were losing so heavily, we were also building, and now we are less than four million tons down on the pre-war position. France and Italy are down about half a million each."

"So you may say that on the balance the world will soon have as many ships as it used to have, and that seems to point to a speedy improvement in the shipping position. But there are one or two other facts to be considered."

CARRYING THE TROOPS HOME.

"The first is that we have to carry out the business of taking the troops home. British shipping has to attend to the repatriation of the soldiers from the Empire, and the Americans have their men

to get back from France. Besides this, we ourselves have had rather more than we expected to do in the way of troops coming to Russia and Indian developments. Of course, all this will come to an end before long, and so far as the repatriation of troops is concerned it will be finished this autumn, and our ships will be free to go about their normal business."

"But as soon as conditions begin to be normal again we shall have to see about the business of replacing our reserves. Most people realise that British shipping before the war was a very big affair, but I don't think they realise quite how big it was. When the submarines began to sink our ships we drew on our reserves. Those reserves were boats running, on all the seas of the world, between ports of which the average untravelled Englishman has never heard. It was very much the existence of these ships which saved us from starvation—but we used them all, and if British shipping is ever again to be anything like what it was, we must replace them. At present, of course, we can do little or nothing, and the Americans and the Scandinavians and the Japanese are making the most of the opportunity."

NOTE TO PVY.

"In any event," Sir Joseph continued, "it is not likely that freight rates will ever again be as low as they were before the war. Everything has gone up. The sailor who used to get four pounds ten a month will now be getting fourteen pounds. Coal which used to be obtainable at thirteen or fourteen shillings a ton now costs fifty. Stores have gone up, too, and repairs cost more than double what they did before the war. All this must be reflected in the freight rates. Of course, they will come down, and come down considerably, but it is too much to expect that they will come down to the old level."

"Sir Joseph went on to speak of the matter of shipping control and its effects. Some of the things he said have not, I think, been at all generally realised—and they are worth realising. "We are the only nation in the world," he said, "which to-day controls freights for the benefit of the consumer. The control is carried out by your system of licensing voyages. A man applies to us for a licence to make a voyage and the licence is coupled where necessary with the condition that he carries so much of a certain kind of freight upon which there is a fixed rate. The rate for wheat, for instance, to come from America is 5s. 6d. a quarter."

"Now such a rate leaves him at best a very modest margin under present conditions. But to compensate him we can give him freedom to use part of his space for other less necessary things, on which the rates are higher. You see the idea. We wanted to have the essential things brought over as cheaply as possible. The way to do it was to cut down the rates for those things as low as possible, and to leave the owner free to charge higher rates for the non-essentials."

CONTROL AND PRICES.

"We have had countless instances to prove the wisdom of our method. Just to prove the position for a minute. This is a time of a certain scarcity, but it is also a time when many people have a great deal of money and are perfectly willing to spend it to get the things they want. Somebody is going to raise that money. It may be the producer in a foreign country, or it may be a British shipowner who has income tax to pay in this country, and whose profits in carrying this thing can, moreover, enable him to carry at cheap rates things vital to the nation, and in addition help him to meet the serious menace of foreign competition."

"We have proved over and over again that if the freight is lowered in cases of this kind the benefit is liable to go into the hands of the people who put the goods on board on the other side."

"Well, this control which we exercise has a certain effect on the position of to-day, and it makes us more dependent than we should otherwise be on purely British shipping. The foreigner who brings goods to us and charges what he likes. But our own people must bring what we tell them to."

"What this means is very plainly shown by the fact that a foreigner will pay up to about 50 per cent. more for a ship to-day than a British shipowner will pay. In a recent issue of one of the shipping papers it was stated that some ships of a certain type had been sold to foreigners at prices ranging from £250,000 to £275,000. The paper pointed out that ships of the same class had been bought a fortnight before by British shipowners at £175,000."

"Those figures will give you the measure of the effect of our shipping control."

COMMISSIONAIRE TO
COLONEL.

At Prince's Restaurant, on June 3rd, the Royal Warrant Holders' Association gave a banquet in honour of the King's Birthday, and this resumed a pleasant custom which had been interrupted by the war. Captain W. M. Power, the president, was in the chair.

Mr. W. Carrington Smith, proposing the Imperial Forces, mentioned that the man who was formerly his commissaire was now a lieutenant-colonel.

Rear-Admiral Sir Lionel Halsey, who responded for the Navy, also had a good story to tell regarding a taciturn steward who had been with him for two years at the outbreak of war. Sir Lionel said: "We left Portland on July 28th, and from that day on, certainly for three or four months, I had very few meals, except on the bridge. Those meals were brought me by my steward. He hardly ever spoke to me. He brought me up my breakfast. We were at sea, and had got by wireless the signal to commence hostilities with Germany. The steward brought in some dish to the chart-house, but instead of going out quietly as usual, he turned round to me and said: 'I suppose, sir, that our submarines down in the North Sea have given those Germans the 'hot cover' haven't they?' (Laughter.)"

Viscount Sandhurst, submitting "The Association," observed that success in life meant attention to business, which was only another rendering of the word duty. Nobody in the whole Empire had shown better the path of duty in a quiet unobtrusive way than the King, the Queen, and the Prince of Wales. (Cheers.)

The Fashionable Rage

Ming Yuen Gardens

THE

LAST

PERFORMANCE

OF

BOSTOCK'S CIRCUS

TO-NIGHT

at 9.15

FOR NEW YORK

AMERICAN ASIATIC S.S. CO.

S.S. "GOTHIC PRINCE"

will be despatched for NEW YORK via SUEZ CANAL on or about August 20th.

For Freight and further particulars, apply to—

SHEWAN, TOMES & CO.,
Agents

THE EASTERN & AUSTRALIAN
STEAMSHIP COMPANY, LTD.

REGULAR SAILINGS OF MAIL STEAMERS FROM
HONGKONG TO AUSTRALIAN PORTS.

Steamer	For	Date of Arrival	Date and Time of Departure
"ST. ALBANS"	Sydney, via Queensland Ports	30th July	9th Aug., 11 A.M.
"EASTERN"	Melbourne, via Queensland Ports	30th July	20th Aug., 11 A.M.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.

A fully qualified Surgeon and Stewardess are carried on each vessel.

For Passage Rates and further particulars, apply to—

GIBB, LIVINGSTON & CO.,
AGENTS.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.
TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"WESTERN KNIGHT" ... About August 15th.
"FLORIDA" ... August 15th.
"WEST ISLAND" ... Late August.
"BEPPEBURN" ... Middle September.

For PORTLAND direct.

"COAXET" ... About August 25th.

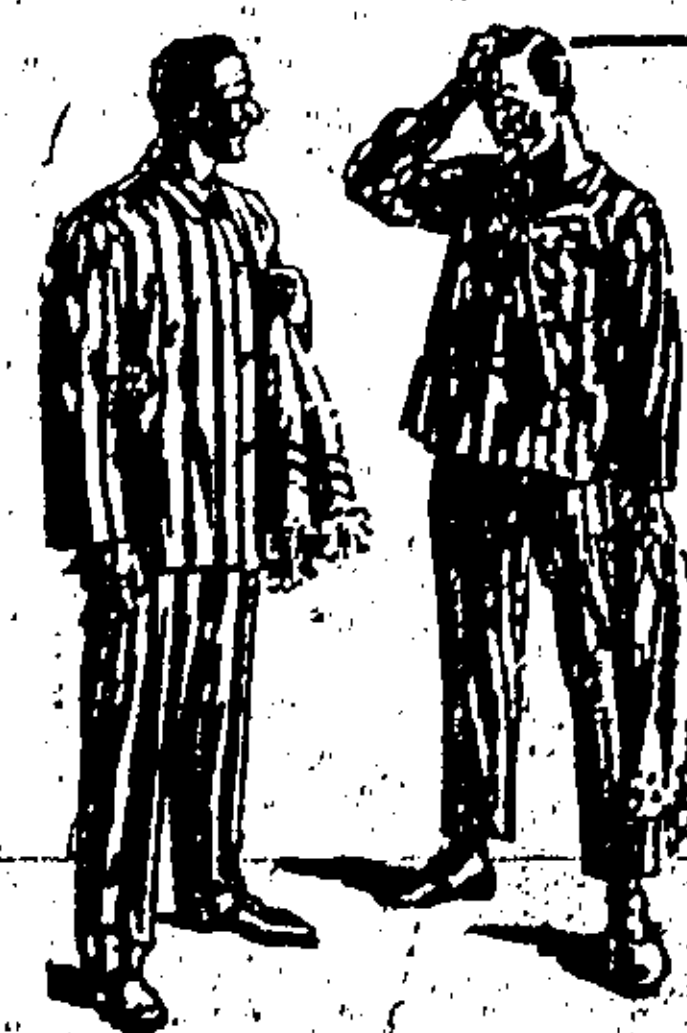
Through Bills of Lading issued to Overland Common Ports.

For Freight and Particulars apply to

THE ADMIRAL LINE.

JOHN J. GORMAN, GENERAL AGENT.

Telephone 2477 & 2478. Fifth Floor, HOTEL MANAGER.



"We bought them
at the same time;
I wish I had got
Viyella."

Viyella.

SHIRTS and PYJAMAS
made of "Viyella" do not shrink,
are delightfully soft, rich in
appearance, and very durable.

High-Class
Quality
Stock them



INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
or to REISS & Co., Canton.
(General Agents.)

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS, SUBJECT TO ALTERATION.

For	Steamer	To Sail
SWATOW and BANGKOK	"CHUSAN"	On 22nd July, 11 A.M.
NEWCHWANG	"TIENSIN"	On 23rd July, 11 A.M.
NEWCHWANG	"KANSU"	On 24th July, 11 A.M.
HOIHOW, PAKHOI and HAIPHONG	"TAIFONG"	On 24th July, 9 A.M.
SHANGHAI	"TEAN"	On 24th July, 4 P.M.
SHANGHAI	"SUNNING"	On 26th July, 3 P.M.
SHANGHAI and TSINGTAO	"YINGCHOW"	On 27th July, 11 A.M.
SHANGHAI	"SINKIANG"	On 28th July, Noon.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Ample Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.
Agents.

Telephone 38

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High-Class Coast Steamers having good accommodation for First-Class Passengers. Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW
AND RETURN.

(Occupying 8 to 10 Days).

"HAITAN"	Capt. A. H. Stewart	TUESDAY, 22nd July, at 1 P.M.
"QUINNEBAUG"	Capt. J. Medina	FRIDAY, 25th July, at 11 A.M.
"HAIHONG"	Capt. J. W. Evans	TUESDAY, 29th July, at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARRAIK & CO.,
General Manager.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"ECUADOR," "VENEZUELA" AND "COLOMBIA."
HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.
THE SUNSHINE BELT.
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

The SS. "WEST CONOB" will sail from this port on or about August 10th, for the usual ports of call.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cabin, and the attendance on passengers cannot be overestimated.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, LTD.
For further information, rates, literature, schedules, etc., apply to
COMPANY OFFICE in Alexander-Building, Charter Road.
Telephone 41

P. & O. - BRITISH INDIA
& AFRIKA LINES

(COMPANIES incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
NAGOYA	26th Aug.	2nd Sept.	7th Oct.

FOR

BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DILWARA	21st July.	11th Aug.

Will take a limited number of passengers for Marseilles and London with transshipment at Bombay.

FOR

CALCUTTA VIA STRAITS & RANGOON.

JAPAN	25th July	16th Aug.
-------	-----------	-----------

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

SS.	Leave Hongkong about
NAGOYA	21st July.

Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama), or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge. Steamer and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO., Agents.
22, Des Vaux Road Central, HONGKONG.

N. Y. K.
NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.

SUWA MARU	Tuesday, 26th Aug., at 11 A.M.
KASHIMA MARU (calling Manila)	Friday, 29th Aug., at 11 A.M.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

SADO MARU	Friday, 26th July, at Noon.
KITANO MARU (calling Malacca)	Friday, 26th Aug., at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU	Monday, 28th July, at 11 A.M.
AKI MARU	Wednesday, 20th Aug., at 11 A.M.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOYAMA MARU	Wednesday, 23rd July.
-------------	-----------------------

BOMBAY & COLOMBO via Singapore.

TENSHIN MARU	Thursday, 31st July.
TOTOMI MARU	Tuesday, 12th August.

CALCUTTA & RANGOON via Singapore & Penang.

CALCUTTA MARU	Saturday, 26th July.
YEBOSHI MARU	Sunday, 10th August.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU	Saturday, 23rd Aug., at 11 A.M.
------------	---------------------------------

SHANGHAI, KOBE & YOKOHAMA.

KIRIN MARU	Wednesday, 23rd July.
IYO MARU	Thursday, 7th Aug., at 11 A.M.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South American ports via Cape, etc.).

For further information apply to—
NIPPON YUSEN KAISHA.
S. YASUDA, Manager.
Telephone Nos. 223 & 22

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Tons	Leave Hongkong
RIKIERIA MARU	30,000	July 29th.
SHINYO MARU	22,000	Aug. 13th.
PERSIA MARU	9,000	Aug. 23th.
KOREA MARU	20,000	Sept. 10th.
NIPPON MARU	11,000	Sept. 25th.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO, CRUZ, BALBOA, CALLAO, ARIQUA and IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Tons	Leave Hongkong
ANYO MARU	18,500	Sept. 10th.
SEIYO MARU	14,000	Nov. 4th.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, Ltd. and the PACIFIC MAIL STEAMSHIP CO.

Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—
T. DAIGO, Manager.
King's Building.

Telephone 2774 and 2775.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"ANDRE LEBON" 22,000	On or about 24th July.
	"PORTHOS" 20,000	On or about 18th Aug.
	"PAUL LECAT" 22,000	On or about 14th Sept.
	"SPHINX" 20,000	On or about 11th Oct.

MARSEILLES, HAIPHONG, SAIGON, SINGAPORE, COLOMBO, SOERABAYA, SUEZ, PORT SAID	"ANDRE LEBON" 22,000	On or about 24th Aug.
--	----------------------	-----------------------

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURTET,
Acting Agent,
Queen's Building.

Telephone 740.

O. S. K.
OSAKA SHOSHEN KAISHA.

(SAILINGS FROM HONGKONG SUBJECT TO ALTERATION)

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.

"AMAZON MARU" ... Tuesday, 12th August.

"ALTAIR MARU" ... Friday, 24th August.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

"INDUS MARU" ... Friday, 25th July.

"KASADO MARU" ... Wednesday, 13th August.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"HAWAII MARU" ... End of July.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"INDUS MARU" ... Friday, 25th July.

"KASADO MARU" ... Wednesday, 13th August.

SAIGON BANGKOK, SINGAPORE—Regular Monthly service.

"UNNAN MARU" ... Friday, 1st August.

SYDNEY, MELBOURNE—Monthly service calling at AUCLAND, N. S. and ADELAIDE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Monday, 19th August.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.

"BURMA MARU" ... Thursday, 31st July.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW and AMOY.

"BOSEU MARU" ... Thursday, 31st July, at 9 A.M.

For KEELUNG via SWATOW and AMOY.

"KAIJO MARU" ... Sunday, 27th July, at 10 A.M.

For sailing dates and further particulars please apply to—
Y. YASUDA,
Manager,
No. 1, Queen's Building.
Tel. No. 744 and 745.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (14,000 tons, American Registry). "CHINA" (10,800 tons, American Registry).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" Aug. 19th, 1919. "CHINA" Sept. 11th.

An unsurpassed high-class passenger service.

O. H. RITTER, Freight and Passenger Agent.
Prince's Buildings, Los House Street, Tel. 1943.

